



CITY OF
ISSAQUAH
WASHINGTON

DEVELOPMENT SERVICES

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Issaquah, WA 98027
issaquahwa.gov

CITY OF ISSAQUAH

SITE DEVELOPMENT PERMIT

FILE NO SDP19-00001

May 1, 2019

EVERGREEN FORD LINCOLN DEALERSHIP

6721 230th Avenue Southeast



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STAFF REPORT

I. Application Information

<u>Applications:</u>	Project No. PRJ12-00003 Site Development Permit: SDP19-00001
<u>Project Name:</u>	Evergreen Ford Lincoln Dealership
<u>Staff Contact:</u>	Katie Cote, Planning Consultant Development Services Department, 425-837-3100 katiec@issaquahwa.gov
<u>Applicant:</u>	Eric Hansen, Owner Representative 209-604-7941
<u>Owner:</u>	Evergreen Ford Lincoln 1500 18 th Avenue Issaquah, WA 98027 Contact: Dan Rowe, 425-392-6900
<u>Request:</u>	Site Development Permit approval for an automotive dealership with structured parking on 3.92 acres. The project proposes 300 customer, employee, and service parking spaces. Around 21% of required parking will be surface parking. A required critical area buffer is proposed for reduction from 100 ft. to 75 ft. and enhanced with mitigation plantings. The site is accessed via SE 66 th Street, 230 th Avenue SE, and a new private street.
<u>Location:</u>	6721 230 th Ave SE (see Attachment 2, Site Vicinity Map).
<u>Existing Land Use:</u>	The project site consists of two parcels that are being consolidated into a single parcel through a Lot Line Adjustment (LLA19-00003). The site was formerly used as a dog kennel but has been vacant for many years. WSDOT recently completed a stream realignment of the portion of the North Fork of Issaquah Creek which runs through the site as part of WSDOT's culvert replacement program.
<u>Adjacent Uses (see Figure 1 - Vicinity Map with Zoning Designation on following page):</u>	
West:	East Lake Sammamish Parkway and vacant commercial property beyond
East:	Lakeside Industries mineral extraction facility and concrete/asphalt batch plants
North:	Lakeside Industries properties, incl. vacant land/parking/buildings
South:	I-90 Off-Ramp; Lakeside Industries properties, incl. vacant land/parking/buildings

Zoning: IC – Intensive Commercial

Comprehensive Plan:

Land Use: Commercial

Subarea: Central Issaquah

Neighborhood: Eastlake



Figure 1. Vicinity map with zoning designation

List of Attachments

1. Site Development Permit Application – SDP19-00001 – dated March 1, 2019
2. Applicant Project Narrative
3. CIDDS Checklist with Staff Analysis
4. SEPA Checklist – dated March 1, 2019
5. Proposed SEPA Mitigated Determination of Nonsignificance – issued April 26, 2019
6. Public Comment Received – Letter from Lakeside Industries, dated March 19, 2019
7. Architecture and Urban Design Checklist and Applicable Pages
8. Evergreen Ford Lincoln Dealership – Project Plan Set – April 19, 2019

List of Technical Studies

The following technical studies, which informed the analysis of this project for Site Development Permit compliance, are available in the Department of Development Services and online, in the City's website, under Development Services:

1. Geotechnical Engineering Service, Report by GeoEngineers, Dated January 18, 2019
2. Stormwater Site Plan (SCJ Alliance) – dated March 5, 2019
3. Traffic Impact Analysis – dated February 22, 2019
4. Tree Plan (O'Neill Service Group) – dated April 8, 2019
5. Critical Areas Study (O'Neill Service Group) – dated April 8, 2019
6. Environmental Review (The Watershed Company) – dated April 4, 2019

II. Recommendation

Based upon the application, submitted plans, listed Attachments, and rationale contained in this Staff Report, the Administration recommends that the Development Commission approve the Site Development Permit for the Evergreen Ford Lincoln Dealership, with conditions.

III. Site Development Permit Level of Review

Based on Central Issaquah Design and Development Standards (CIDDS) Table 4.3A, Levels of Review, this project requires a Level 3 Site Development Permit review. The procedural steps for a Level 3 review are outlined in Table 3.8-1, Development Review Process and Public Notice, in the Central Issaquah Development and Design Standards (CIDDS).

IV. Public Comments

The City received one comment letter during the public comment period spanning March 8 through March 21, 2019. This letter was from adjacent property owner Lakeside Industries (see Attachment 6). The City worked with the applicant and Lakeside Industries to understand the comment regarding baseline traffic counts. The Lakeside Industry comments were based on a 2012 traffic study prepared by Heffron on their behalf. The letter and study were provided to the applicant and has been incorporated into the Traffic Impact Analysis (TIA). The TIA, study and comment letter were provided to the City's traffic consultant peer reviewer.

V. Background

The North Fork of Issaquah Creek previously bisected the project site; however, the alignment of this stream was changed to the northern end of the property as a result of a culvert replacement project conducted by WSDOT in summer 2017.



Figure 2. Aerial comparison of project site prior to stream relocation (via Bing Maps) and March 2018 day (via Google Maps). The location of the North Fork of Issaquah Creek is shown in blue.

The City of Issaquah was not involved in the review or permitting of the stream realignment, although it generally conforms with the discussions the City and applicant had before WSDOT undertook the project. The new stream location has been planted on either side with mitigation plantings, to a width of between 25 ft. and 30 ft. The North Fork of Issaquah Creek is a Class 2 salmon-bearing stream with a required 100 ft. buffer, according to COI rules; see Section IX below for more information.

The 230th Ave SE right-of-way forms the eastern boundary of the Central Issaquah area and the roadway itself is outside of Central Issaquah. The Evergreen Ford Lincoln dealership is, therefore, located at the very edge of the Central Issaquah Plan area and serves as a gateway from industrial areas and Interstate 90 into urban development on the valley floor. In 2018 the City changed the boundaries of Central Issaquah to remove certain areas. One of those was the area further south on 1st Ave; however, this site was retained in Central Issaquah due to its gateway characteristics.

The site is currently comprised of two lots, which are being consolidated under project number LLA19-00001.

Condition 1: No site work shall begin until final approval and recording of lot consolidation LLA19-00001.

VI. Approval Criteria

The purpose of the Site Development Permit (SDP) is to obtain planning-level approval from the Development Commission with the confidence that the project meets the standards and guidelines contained in the Central Issaquah Plan and the Central Issaquah Development and Design Standards, and, where appropriate, City or other applicable Codes, prior to the preparation of construction documents.

The decision shall be made using applicable approval criteria including but not limited to:

If the development proposal:

- A. Is consistent with the Comprehensive Plan and Central Issaquah Plan;
- B. Meets all applicable codes, rules, regulations, and policies; and
- C. Satisfies the elements of the Central Issaquah Development and Design Standards.

Only those goals and standards that apply to the SDP application are discussed in this report. A completed CIDDS Checklist is provided as part of this Staff Report (see Attachment 3) to document how the project fully complied with the CIDDS and includes a comprehensive staff analysis for this project.

While recognizing that the building and site design will continue to be refined and changes may be necessary to comply with construction codes or structural review, approval of the SDP establishes the approved framework of the project. As such significant changes to the site configuration, the approved materials, colors, elevation composition, etc. may require the project return to the Development Commission for review and approval of the revision to one or all of these approved aspects. The Director will determine whether a change is significant or not.

VII. Glossary

The abbreviations used throughout this staff report are defined as follows:

AAS	Administrative Adjustment of Standards
CIDDS	Central Issaquah Development and Design Standards (Ord 2676); Effective Date: March 27, 2019
CIP	Central Issaquah Plan; first adopted 2012
DBH	Diameter at breast height. The diameter of any tree trunk, measured at four and one-half (4.5) ft. above average grade. For trees with multiple leaders at four and one-half (4.5) ft. high, the dbh shall be the combined cumulative total of branches greater than six (6) inches diameter at four and one-half (4.5) ft. above the average grade. If a tree has been removed and only the stump remains that is below four and one-half (4.5) ft. tall, the size of the tree shall be the diameter of the top of the stump.
EFL	The proposed Evergreen Ford Lincoln Dealership
FAR	Floor Area Ratio, measured as the relationship between the amount of Gross Floor Area in a building (or buildings) and the Developable Site Area on which the building(s) stand. It is obtained by dividing the Gross Floor Area of a building by the Developable Site Area.
IMC	Issaquah Municipal Code
LLA	Lot Line Adjustment
SEPA	State Environmental Policy Act
SDP	Site Development Permit
WSDOT	Washington State Department of Transportation

VIII. Development Standards and Regulations

This chapter of the Staff Report is meant to provide the rationale that serves as the basis for the recommendation for the approval of the SDP, including the conditions of approval. In addition to the recommended conditions in this chapter, there are mitigation requirements for environmental impacts identified in the SEPA review for this project. As discussed below, compliance with some CIDD standards is more appropriately reviewed during the construction permit review.

PROPOSED MDNS (SEPA REVIEW)

SEPA environmental review is concurrently being conducted with the Site Development Permit review. Staff has determined that environmental impacts will require mitigation. A proposed Mitigated Determination of Nonsignificance was issued on April 26, 2019 with an accompanying 14-day comment period beginning on that date and ending on May 11, 2019. A final SEPA determination will be issued May 19th or 26th, 2019, depending on the timing of the second DC meeting, followed by a 14-day appeal period.

Condition 2: *The applicant shall comply with these mitigation measures set forth by the SEPA Proposed Mitigated Determination of Nonsignificance:*

SEPA Condition 1: *The applicant shall not disturb existing buffer enhancements planted by WSDOT along the North Fork of Issaquah Creek. All required mitigation planting pursuant to IMC shall be conducted landward of WSDOT plantings.*

SEPA Condition 2: *The Compensatory Flood Storage easement for 6,840 cubic feet on Parcel 2724069086, for the benefit of 8843500809 must be removed before any site work may begin.*

SEPA Condition 3: *The purpose and intent of the following condition is to discourage the uncontrolled intrusion of humans into the stream mitigation area, provide a passive recreation opportunity and to ensure long-term protection. The following information and improvements shall be provided:*

- a. A minimum of two (2) interpretive signs shall be installed and maintained as part of the stream buffer establishment. These signs shall indicate the stream buffer boundaries, the role the North Fork of Issaquah Creek plays in the ecosystem and restrictions related to the use of the stream mitigation area.*
- b. The stream and buffer shall be encumbered by a public open space, conservation easement granted to the City of Issaquah, or other open space protection mechanism. The easement shall state that any uses within the easement shall be as approved by the Development Services Director. The uses shall be consistent with the stream buffer purposes and the general benefit to the public. Evidence that the easement or open space protection mechanism has been recorded will be required prior to the issuance of a certificate of occupancy.*

SEPA Condition 4: Any stormwater discharges and structures, such as dispersion trenches, within or draining to critical areas need to be shown on stormwater plans. Any associated impacts to critical areas need to be quantified and mitigated. The applicant's biologist shall consult with the project civil engineer to determine if outfalls would impact the stream or buffers and otherwise verify existing hydrologic conditions will be maintained and provide this information with stormwater permit documents.

SEPA Condition 5: The applicant shall revise its Mitigation Plan, as follows:

- a. Increase tree planting to cover the entire buffer enhancement area.
- b. State that soil will be restored where structures are being removed, including decompaction and topsoil import.
- c. Revise performance standards to include restoration of soil where structures are being removed, including decompaction and topsoil import.
- d. Revise performance standards per native woody cover to achieve 60% tree cover by year three and 85% by year five.
- e. Revise performance standards for large woody debris (LWD), as follows: to restore habitat complexity to the mitigation area salvage as many removed trees as possible to use as LWD in the buffer area.

SEPA Condition 6: Should any items of archaeological or cultural significance be found during construction, the applicant will cease further site work and notify the Washington Department of Archaeology and Historic Preservation, the Muckleshoot and Snoqualmie tribes, and the City.

SEPA Condition 7: Prior to issuance of a site work permit for E. Lake Sammamish Parkway frontage improvements, the applicant shall submit and gain approval of an Administrative Adjustment of Standards to modify the CIDDS 6.4.G Boulevard Street Standards to meet the following configuration: a 3 foot landscape buffer (no street trees), 5 foot bike path, and 6 foot pedestrian sidewalk applied to the frontage of East Lake Sammamish Parkway from the intersection with SE 66th Avenue to the westbound Interstate 90 off-ramp.

The Mitigated Determination of Nonsignificance (MDNS) is based on the SEPA environmental checklist received March 5, 2019, and supplemental technical information and reports listed in the Notes of the SEPA Staff Evolution. SEPA mitigation measures shall be deemed conditions of the approval of the licensing decision pursuant to Chapter 18.10 of the Issaquah Land Use Code. All conditions are based on policies adopted by reference in the Land Use Code. The issued SEPA Draft MDNS and SEPA Checklist are provided as Attachments 4 and 5 of this Report.

CENTRAL ISSAQUAH PLAN AND CENTRAL ISSAQUAH DEVELOPMENT AND DESIGN STANDARDS

The following summarizes compliance, or where appropriate, the basis for the recommended Land Use and Construction Conditions for SDP19-00001, Evergreen Ford Lincoln Dealership (abbreviated as EFL). Detailed analysis of project compliance to the Central Issaquah Development and Design Standards can be found in the CIDDS Checklist (see Attachment 3). The CIDDS Checklist staff comments are based on the Plan Drawings dated March 1, 2019, March 22, 2019, and April 16, 2019 (see Attachment 8). Many CIDDS standards can only be reviewed for compliance at the construction permit review phase. These items are marked with an “X” in the CIDDS Checklist, under the column heading “Review at Constr.” A mark in this box indicates that a standard will be substantially or fully reviewed with construction permits, since elements reviewed for compliance during land use permit review are almost always also reviewed during construction permit review as well. The approval of the SDP with the conditions of approval does not preclude further staff requirements during construction permits review of the project to ensure compliance with the CIDDS.

Developer Obligations

The future of the Central Issaquah subarea will be shaped by individual developments in five distinct neighborhoods. The CIP adopts visions for each of these neighborhoods, along with four measurable objectives: livable, distinctive, connected, and sustainable. The responsibility to achieve these objectives is shared between the City and property owners and developers. Specific “Developer Obligations” are included for each neighborhood. The proposed EFL project is located in the Eastlake Neighborhoods. The full list of Developer Obligations for this neighborhood are included in the CIDDS checklist (Attachment 4). Those applicable to this project are discussed below.

3.1 Provide weather protection for primary pedestrian walkways (including Through-Block Passages), year-round outdoor seating opportunities, and transit stops.

Complies - Although a through-block passage is not required for this project, weather protection is proposed over the primary dealership entrances. The provision of year-round outdoor seating and transit stops is not applicable to this development proposal.

3.2 Provide wayfinding for local and regional trail users, as supported by the City’s wayfinding plan.

Complies, with condition - The Issaquah-Preston Trail borders the site to the southwest (see photo below). Direct connection to this trail is not possible through the WSDOT right of way. The nearest connection from the main site access point (at 66th Street SE) is to travel from northwest on SE 66th Street, then southwest on 229th Avenue SE, and then south on E. Lake Sammamish Parkway SE. This route is approximately 770 ft. away.

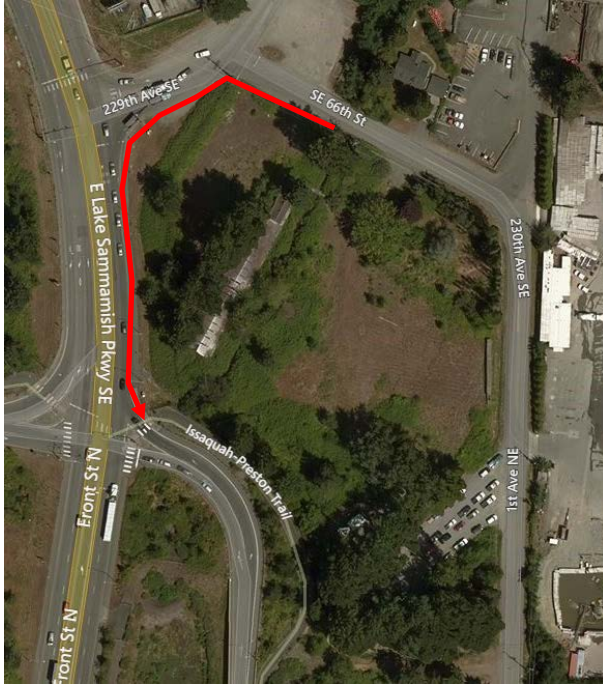


Figure 3: Connection from main site entrance to the regional Issaquah-Preston Trail

Condition 3: *The project shall include signage onsite near the site access at streets bordering the site, including at 66th Street SE and East Lake Sammamish Parkway, directing users to the nearest connection with the Issaquah Preston Trail.*

4.1 Incorporate green building measures, such as approaches listed in the City’s Sustainable Building Action Strategy.

Complies – The City’s Sustainable Building Action Strategy identifies actions the City can take to plan strategically for a sustainable future. One of the themes of the Action Strategy is “Connect to the Outdoors.” This goal seeks to protect and promote the natural environment through responsible building, development, land use, and transportation practices and policies. In line with this theme, Evergreen Ford Lincoln will be required to protect the natural area and stream buffer running through its site, and to provide educational signage and interpretive information to aid in public education. Consistent with the “Toward Carbon Neutral Buildings” them, the project also incorporates green building measures including using a 12 ft. - 0 ft. floor to floor plate height in order to accommodate adaptive reuse as a future commercial or multifamily development and using energy-efficient LED lighting in interior and exterior lighting systems.

4.2 Provide viewing platforms, educational signage, or other measures to help promote the natural environment.

No viewing platforms or educational signage are being proposed for this development; however, a sidewalk will be installed along the edge of the buffer to allow passive enjoyment of the buffer and stream area. Additionally, Condition 1, will require educational signage to be installed to identify the stream and buffer area and provide information about the natural environment.

4.3 Conserve and restore natural areas and wildlife corridors.

Complies – The applicant worked with WSDOT to relocate the stream in a manner to repair the culvert to allow fish passage, maximize developable area, while ensuring the stream is protected. Though WSDOT planted the stream buffers, they were not at the City’s required buffer width and the plantings may not meet the City’s requirements. The applicant began the project by acknowledging the need to complete this work: salmon-bearing North Fork Issaquah Creek area and its buffer will be enhanced by planting native vegetation, introducing woody debris, and preventing runoff infiltration. The proposed modification to street standards to not require a landscaping strip along the bridge will minimize the development’s overall impact to the creek and its buffer (see discussion of Chapter 6 below).

Chapter 1.0: Purpose and Applicability

The purpose of the Central Issaquah Plan and Development and Design Standards is to provide the tools for implementing an inspiring, animated, and connected urban community where pedestrians are priority; requiring buildings and open space to be openly interrelated; designing sites that make a positive contribution to the Public Realm; attracting businesses that complement the Central Issaquah vision; and creating a place where people of all income levels and diversities are drawn to live, work, and play.

Applicability: The subject site is located within the Central Issaquah subarea of the City. New development and redevelopment activities, such as the proposed automotive dealership, are subject to the Central Issaquah Development and Design Standards. The Applicant and the City have worked collaboratively on the design of this project to meet the design standards of the Central Issaquah Plan.

Interpretations

The Central Issaquah Development and Design Standards authorizes the Director to interpret and adjust the Code where there are ambiguity or conflicts in the standards. For this project, interpretations have been applied to the following requirements:

1. Landscape along private access street (6.4.D) – Allow stream buffer to replace landscape strip on NW side of private access street.
2. Block Length (6.2.A) – Through-block passage not required, based on adjacent land uses and desire to protect critical area and buffer.
3. Build-to-Line (Table 4.4) – Frontages occupied by critical area and its buffer or bordering streets outside Central Issaquah, are excluded from the total frontage area calculation.
4. Central Issaquah Significant Community Space (CIDDs Figure 7B) – Though a “Proposed New Park” is shown for this site in CIDDs, a park is not required, based on the recently adopted Parks Strategic Plan (2018), which does not identify this site as a future park location.
5. Architectural Design Manual – The building will be viewed as having four distinct architectural elements: the Lincoln Dealership; the Ford Dealership; the Parking and Service Facility; and the Pavilion. Design standards shall be applied to each element separately.

Administrative Adjustment of Standards (AAS)

Administrative Adjustment of Standards are requested by the Applicant for:

1. **AAS19-00005:** Adjustment to CIDDS 6.4.G – Auto Inclusive Circulation Facilities: Boulevard. Modify the street section of East Lake Sammamish Parkway to move the bike facilities behind the curb and omit the 12 foot median. See discussion of Chapter 6.4.G below for more information.

Unless expressly identified, approval of this SDP application does not modify any City or Central Issaquah Plan standards that are in conflict with the elements of the SDP plan or application. Modification of the standards or guidelines requires an explicit approval in the Notice of Decision for this application or a separate Administrative Adjustment of Standards as allowed generally under Chapter 1.1.E or in the specific chapter that generates the standard e.g. Chapter 6.3 (Administrative Adjustment of Standards for Circulation Facilities).

Chapter 2.0: Definitions Specific to Central Issaquah

Chapter 2 contains definitions for terms used throughout the Central Issaquah Plan. These are additive to the definitions in the Land Use Code. Capitalized words in this staff report are defined terms in Chapter 2. Finally, the glossary in Section VII lists a selection of key abbreviated terms relevant to this staff report, several of which are derived from Chapter 2.

Chapter 3.0: Procedures

Chapter 3 provides for the procedures of processing permits within the Central Issaquah Plan. Because the total site contains 3 or more acres, it is a Level 3 Review (see Table 4.3A) in which the Development Commission is the decision maker. The applicant did not hold an optional Community Conference.

The Applicant and City Staff have collaborated extensively since the pre-application review to identify issues of compliance with the Central Issaquah Development and Design Standards and resolve these issues prior to the public hearing. The public has been provided opportunities for early review and comment by providing the project documents on the City's website, from the time of the pre-application review. The project was also reviewed by the Rivers & Streams Board. Meeting minutes will be provided as an attachment to the final SEPA Determination.

Below is the project schedule following the prescribed Level 3 Review process. Some actions will occur in the future (e.g., Second Public Hearing; Notice of Decision; Appeal, if filed).

Pre-Application Meeting:	February 7, 2019
Determination of Complete Application:	March 8, 2019
Rivers and Streams Board Meeting:	March 26, 2019
Notice of Preliminary SEPA Determination issued:	April 26, 2019¹

¹ 14-day comment period begins.

Development Commission Public Hearing, part 1:	May 1, 2019
Final Determination for SEPA (expected):	May 17, 2019²
Development Commission Public Hearing, part 2:	May 22, 2019 or June 5, 2019

Public Notices

The Notice of Application was distributed to 1) parties of record, 2) adjacent property owners, 3) the City's website, and 4) the property was posted.

- A Notice of Application was posted on the City's website and mailed to adjacent property owners on **March 8, 2019**.
- A 4 ft. x 4 ft. project identification sign was placed on the site on **April 4, 2019**.
- A Notice of Public Hearing will be mailed to properties within 300 ft. of the project on **April 19, 2019**. On **April 19, 2019**, the Issaquah Sammamish Reporter will publish legal notice of the Development Commission's Public Hearings scheduled on May 1, 2019. A continuation of this meeting may be held on May 22, 2019 or June 5, 2019. Per the IMC 18.04.180.C, legal notices are required to be provided at least 10 days before the meeting/hearing.
- Staff will convene at Council Chambers at 7pm on **May 1, 2019** to hold the Public Hearing.
- Notice of the Development Commission Public Hearing was also placed on the City's website and the on-site project identification sign.
- A Notice of Decision of the Site Development Permit, when issued, will be emailed to all parties of record and an appeal process will be provided as governed by IMC 18.04.250.

Chapter 4.0: Zoning Districts, Uses and Standards Summary

The intent of Chapter 4 is to establish zoning districts to allow for a livable, sustainable, mixed use, urban community; balance environmental concerns with development pressures; and to ensure the health, welfare and safety of those who work, live and play in Central Issaquah.



² 14-day appeal period begins.

Figure 4: Zoning map excerpt showing "Intensive Commercial" zoning

The zoning of the property is Intensive Commercial (IC), where automobile sales/dealerships are a permitted use. The Intent of the IC district is to enhance the eastern gateway into Issaquah while providing areas for office and light industrial and community services. The application proposes a FAR of 0.5, which meets the requirement for the CI zone (see District Standards Table below).

Level of Review (Table 4.3A)

See comments in **Chapter 3: Procedures**, above.

Permitted Land Uses

According to Table 4.3.B, Permitted Land Uses, the "sales/dealership – automobiles" land use is permitted in the IC – Intensive Commercial zone of Central Issaquah. Footnote 13 of the table indicates that all automotive uses are subject to Design Criteria screening requirements and that surface parking areas and garage bays are to be located behind or at the side of buildings. The building has been sited such that a private access street built to Pedestrian Priority Street standards extends along the northwest side of the building to allow the main entrance to the Ford dealership to be accessed directly from a street, as required by CIDDS. The main service bay entrances off of this street are setback and have doors which are closed except when customers arrive to enter. Additional garage bays are placed around the sides and back of the building. Surface parking is located at the side of the building past the private street. The entrance to the parking structure is located at the rear of the building. Rooftop parking areas comply with architectural and landscape screening requirements, see discussion of rooftop screening in Section 10.5.

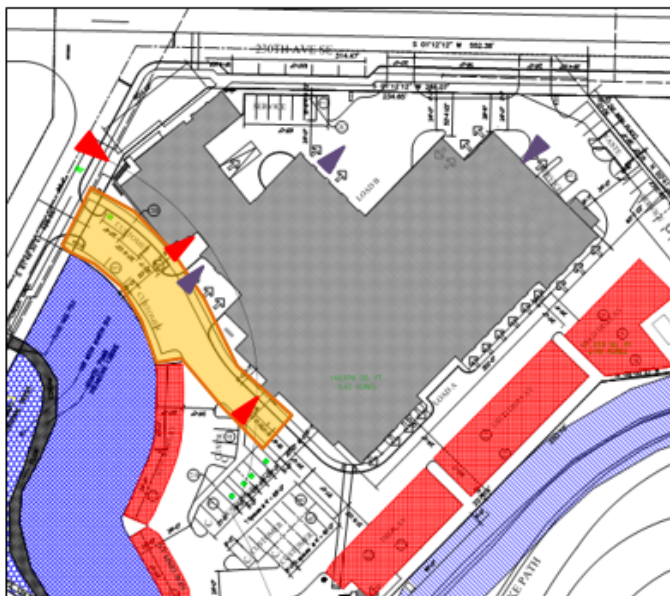


Figure 5: The northwest side of the dealership has a private road which enters the site to provide street access to the Ford dealership entry. The Lincoln and Ford dealership person entries are marked by red triangles; the private street is shaded orange; the vehicular entries and exits are marked with purple triangles.

District Standards

Table 4.4.A is the District Standards Summary Table. Applicable sections to this table are:

<u>STANDARD</u>	<u>ALLOWED/REQUIRED</u>		
Floor Area Ratio	0.5		
Height	48 ft. base		
Setbacks – side and rear	0 ft. minimum		
Setbacks – Build-to-Line	0 ft. – 10 ft. maximum		
Impervious Surface:	90% maximum		

Building Setback Line – Stream Buffer















A 15 ft. Building Setback Line (BSBL) is located from the edge of the stream buffer at the northwest end of the property. The building is located over 15 ft. from all buffer edges.

Floor Area Ratio

In CIDDS 2.2 – Definitions, the definition of Gross Floor Area excludes structured parking. The proposed building's parking garage devotes significant space to providing both required parking and displaying vehicles to customers. Parking areas are exempt from FAR calculations, but vehicle display areas are not. Below is an accounting of the building's gross floor area, provided by the applicant, followed by a calculation of FAR. The proposed FAR of 0.50 complies with Table 4.4.

Staff has identified a portion of the rooftop devoted to display of vehicles which is not included in the FAR calculation. In order for this area to be exempt from the gross floor area calculation, display of vehicles for sales is not allowed, and has been conditioned; see below. The discrepancy identified here is small enough that Staff feel confident in allowing the applicant to address this during construction permit review. The applicant has faced a challenge as both the base and minimum FAR are the same number: 0.5. This is a challenge for any applicant to meet an exact number. Staff have determined that as long as per the CIDDS, the FAR rounds to 0.5 then the applicant has met the requirements.

LEGEND

	A. LINCOLN SALES	5,741 sq. ft.
	B. SERVICE CHECK-IN	4,609 sq. ft.
	C. FORD DISPLAY PARTS	32,937 sq. ft.
	D. STRUCTURED PARKING	20,297 sq. ft.
	E. OFFICE/ADMINISTRATION	5,404 sq. ft.
	F. VEHICLE DISPLAY	3,729 sq. ft.
	G. STRUCTURED PARKING	23,095 sq. ft.
	H. VEHICLE DISPLAY	5,784 sq. ft.
	J. STRUCTURED PARKING	33,139 sq. ft.
	K. VEHICLE DISPLAY	2,153 sq. ft.
	L. PAVILION	1,440 sq. ft.
	M. PARTS	3,387 sq. ft.
	N. VEHICLE DISPLAY	4,260 sq. ft.
	O. CELL TOWER	230 sq. ft.
	TOTAL	69,674 sq. ft. 77,131 sq. ft.

GROSS SITE AREA (PER SURVEY) = 170,852 sq. ft.
NORTH FORK ISSAQUAH CREEK BUFFER = 31,859 sq.ft.
DEVELOPABLE SITE AREA = 138,993 sq. ft.

	FAR CALCULATION	EXCLUDED FROM FAR³
BUILDING AREA	69,674 sf	77,131 sf
SITE AREA	138,993 sf	31,859 sf (stream buffer)
FAR	0.50	

CIRCULATION

Central Issaquah Development and Design Standards (Ch. 6 and 12)

Design and Development Standards covering the same subject (i.e. circulation, community space, parking and landscape) are paired together even though the chapters are not sequential.

Chapter 6.0: Circulation Facilities Development Standards

Chapter 6 provides the appropriate standards to establish design, configuration, and performance of all Circulation Facilities that serve this project, including non-motorized routes. The proposed Evergreen Ford Lincoln Dealership complies with the CIDDS Chapter 6, with conditions. Further analysis of project compliance to Chapter 6 can be found in the CIDDS Checklist (Attachment 3).

General Description of Proposed Circulation Facilities

Circulation Facility access serving the project is demonstrated on sheet A-1.1, Site and Circulation Analysis, in the plan set (Attachment 8), and excerpted below. The site is accessed via a new private Pedestrian Priority Street off SE 66th Street (shaded orange below) and two entries off 230th Ave SE. Building entries for pedestrians are located along the northwest façade of the building along the private street and along the northeastern edge of the building from SE 66th St.; see red triangles below. Entry to the parking garage is on the southwest façade, and

³ See above discussion of Floor Area Ratio and areas included and excluded in FAR.

entries and exits to service areas are located on every façade; see purple triangles below for primary vehicle entry points.

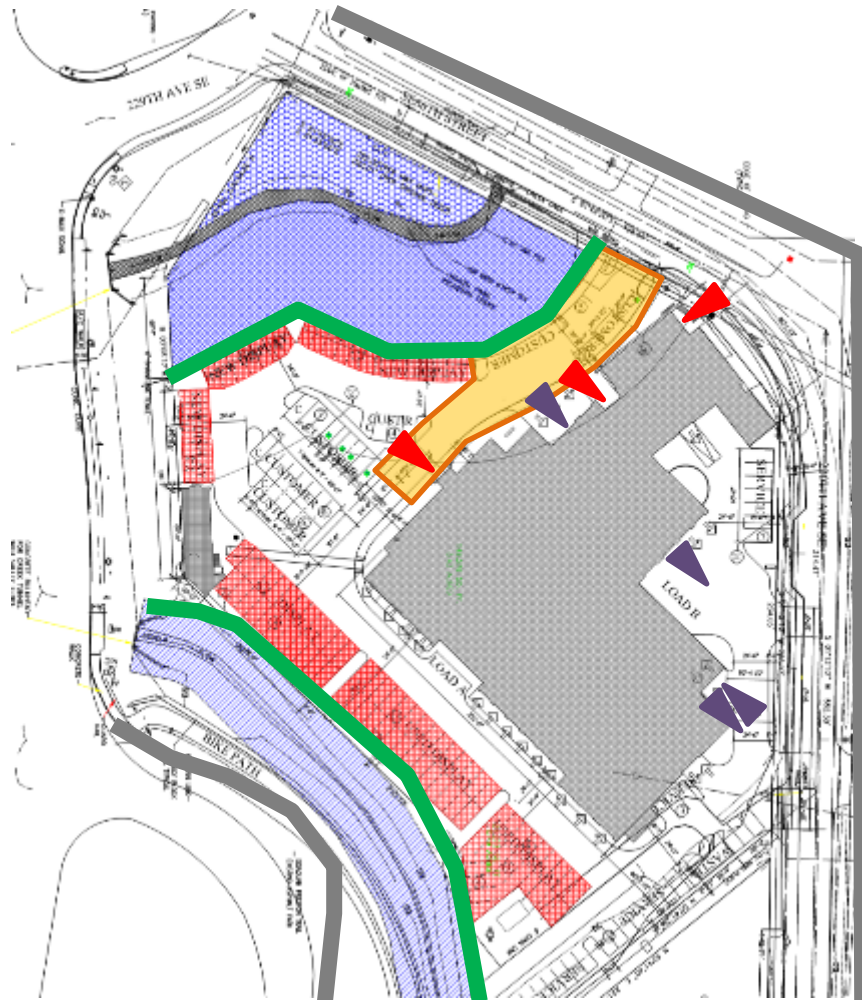


Figure 6: Site access points and frontages. The map shows limitations in making through block connections: heavy green lines are creeks or ditches which shouldn't be bisected and heavy grey lines are uses which pedestrians cannot or should not connect to and through.

6.2.A – Block Length

The requirements for pedestrian Circulation Facilities for every 300 ft. length of a block is meant to ensure that there are frequent and multiple routes for pedestrians to access the site without traversing uncomfortable long distances. Multiple routes are an important features of an urban street network. This site, however, does not lend itself well to being broken up into smaller blocks. A stream bisects the northern portion of the site, and adjacent land uses include land uses that are not welcoming to pedestrian activity: An Interstate 90 off ramp and Lakeside Industries' mining and asphalt batch plant. The Director has made the interpretation that though this site exceeds the maximum block length requirement, there is no feasible location to place a through-block passage for the following reasons: it would be inappropriate to have a

through-block passage cross through a critical area and its buffer; the adjacent land uses do not present safe and viable points of connection for pedestrians. On-site circulation facilities appropriately connect pedestrians to the proposed auto dealership from adjacent streets; see map above.

6.2.B – Existing and New Circulation Facilities and 6.2C – Priorities

The applicant proposes extending a private street designed to the Pedestrian Priority Street Standard. Frontage improvements are required for the other streets surrounding the site. 229th, 66th, and 230th do not have identified street standards as this subject property is the edge of the Central Issaquah area. Therefore, per this section of code we either use a CIDDS standard or a Street Standard if a CIDDS standard isn't appropriate. The existing streets north and east of the site are identified as Collector Arterials, which is a City Street Standard designation. Therefore, frontage improvements are required to bring SE 66th St and 230th Ave SE to the Collector Arterial Standard. Bike and pedestrian facilities must be added to the portion of site that fronts on E. Lake Sammamish Parkway, according to the CIDDS Boulevard Standard. More information is provided below.

6.4.D – Auto Inclusive Circulation Facilities: Pedestrian Priority Street

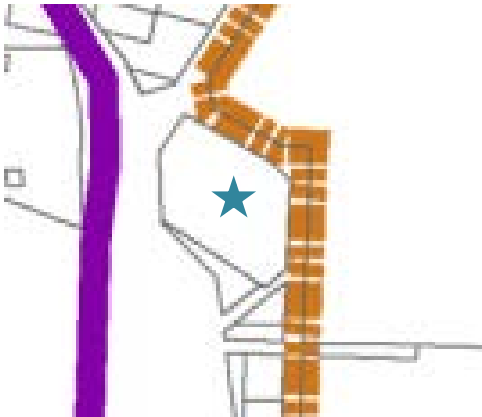
A private street will be extended onto the site to provide access to the Ford dealership entry; per the CIDDS building entries may not be from parking lots but must be from Circulation Facilities. The private street will be required to meet the CIDDS standards for a Pedestrian Priority Street (6.4.D) from where it intersects with SE 66th Street up to the entry of the Ford Dealership. On the opposite side of the street (the NW side), parallel parking and a walkway/amenity area is provided with the enhanced planting area of the stream buffer standing in place of a landscaping strip.

The applicant did not provide a detailed street section or information on paving, bollards, or lighting. This additional information will be required with construction permits.

Condition 4: *Prior to site work permit approval, the applicant shall submit detailed plans showing how the private pedestrian priority street will comply with CIDDS 6.4.D.*




6.4.E – Auto Inclusive Circulation Facilities: Collector Street/Arterial

The existing streets north and east of the site (229th Ave. SE, 230th Ave. SE and SE 66th St.) are not given a street classification in CIDDs; however, they are outside of the Central Issaquah area and are designated as Collector Arterial/Streets in the City's Comprehensive Plan, they will be designed per the City's Street Standards. See below. It should be noted that the Collector Street/Arterial standard shows bike lanes; however, the Comprehensive Plan identifies which locations this requirement is applied. Only East Lake Sammamish Parkway is shown with proposed bike facilities; this is discussed in more detail below



Above left: map showing street locations; Above right, excerpt of the CIDDs Fig. 6A, Auto Inclusive Circulation Classification Map. The subject site is indicated with a blue star.



-  Collector Arterial
-  Minor Arterial
-  Principal Arterial

Note: This is a state required map that shows how roadways function. It does not represent the design of the roadways. Roadway designs are found in the Street Standards and the Central Issaquah Development and Design Standards.

Above: excerpts from the City's Comprehensive Plan, Fig. T-1, Roadway Classification & Inventory. The subject site is indicated with a blue star.



- Existing Routes
-  Natural Paths
-  Urban-Pedestrian and Urban-Shared Paths
-  On-Street Bike Facilities

- Proposed Routes / Improvements
-  On-Street Bike Facility
-  Urban Shared Path

Above: excerpts from the City's Comprehensive Plan, Fig. T-4, Proposed nonmotorized Improvements. The subject site is indicated with a blue star.

For most of the frontage along SE 66th Street, improvements comply with T-12 Street Standard for Collector Street/Arterial. At the point where SE 66th Street crosses the North Fork of Issaquah Creek; however, the landscape strip has been removed. As this is a City Street Standard, the change to the standard is processed as a deviation. This is processed outside of the commission process.

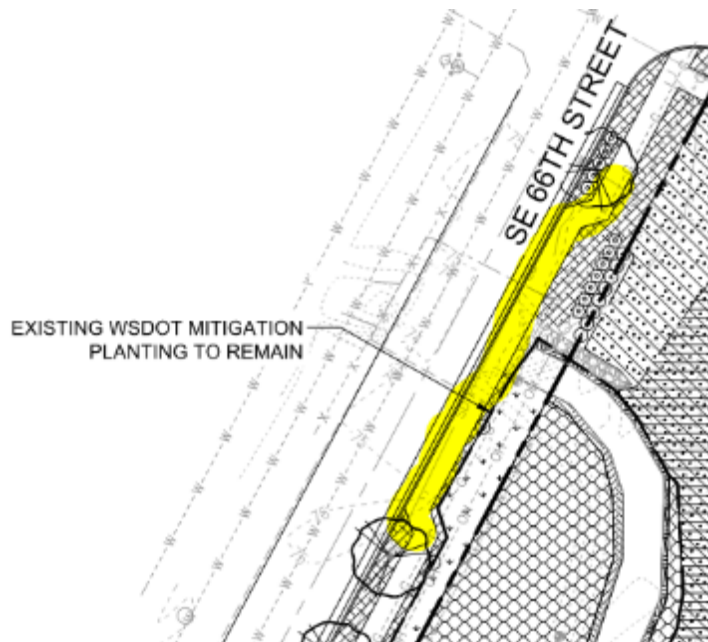


Figure 7. Highlighted area of SE 66th Street where applicant proposes removal of landscape strip.

6.4.G – Auto Inclusive Circulation Facilities: Boulevards

East Lake Sammamish Parkway is classified as a boulevard, a street type that moves large numbers of regional and local traffic, including transit, through a variety of land uses and development intensities and which must also accommodate pedestrians and cyclists to meet Issaquah’s vision of a walkable community. This street is also identified as a Principal Arterial in the City’s Comprehensive Plan, which then defers to CIDDS for the specifics of the standards. Both standards require 11 ft. travel lanes. The CIDDS standard also has a median. At this time the City is not requiring installation of a median as this would require significant rebuilding of the roadway and is not proportional to the impact of this project. Both roadways require bike lanes and the City’s Comprehensive Plan, as shown above, likewise shows On-street Bike Facilities.

A temporary curb and sidewalk were constructed along E. Lake Sammamish Parkway at the conclusion of WSDOT’s culvert replacement project; the temporary facilities did not meet the City’s standards for permanent improvements. The City will require the frontage of East Lake Sammamish Parkway from the intersection with SE 66th Street to the westbound Interstate 90 off-ramp to accommodate bike and pedestrian improvements. Whereas the CIDDS, City Street Standard T-14, and Comprehensive Plan require the bike lane to be located within the roadway,

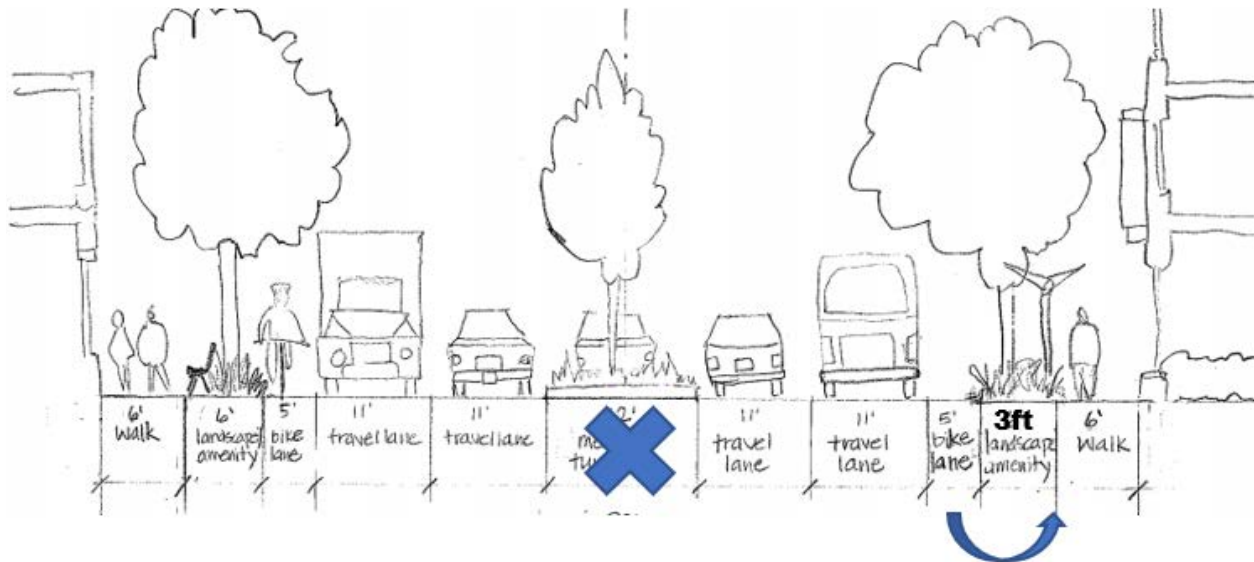
due to this block being within WSDOT's limited access area, the high levels and speed of traffic, and being one of the City's primary truck routes the required improvements must be located behind the existing curb in the WSDOT right-of-way. Additionally, the required bike path and pedestrian sidewalk must use distinctly different materials to distinguish between the two uses (e.g., asphalt for bikes and concrete for the sidewalk) to ensure safe movement of both users.

BOULEVARD ELEMENT	½ STREET STANDARD	PROPOSED
Bicycle Lanes	5 ft. in Road	5 ft. behind Curb
Planter Type	Tree Wells or Planter Strips	None
Landscape/Amenity Zone	6 ft.	3 ft. Landscape Strip
Walkway Type	6 ft. Sidewalk	6 ft. Sidewalk

The proposed improvements modify the standards at CIDDS 6.4.G. Therefore, the following Administrative Adjustment of Standards is requested.

AAS19-00005 – Approval Criteria – CIDDS 6.4.G Boulevard

Request: Modify the Boulevard standard to allow the bike lane behind the curb and reduce the landscape amenity:



Above: proposed revisions to the CIDDS Boulevard Standard

1. **Vision.** The proposal is equal to or superior in achieving the intent of the Central Issaquah Plan, Development and Design Standards and this Chapter.
Complies. The proposal aligns with the intent of the CIDDS to minimize the impact to sensitive and critical areas while accommodating circulation needs, and it is otherwise compliant with the standards for Circulation Design and Development.
2. **Access.** The proposal will not create significant adverse impacts to the abutting properties or rights-of-way, dedicated tracts or easements.

Complies. The proposal does not create any adverse impacts to abutting properties, rights-of-way, dedicated tracts or easements.

3. **Compatibility.** The proposal is compatible with, and would not significantly adversely affect, the scale, character, and design of the surrounding neighborhood or District.

Complies. The proposal is compatible with character, scale and design of the surrounding neighborhood and does not create any adverse effects thereof.

4. **Sufficient Reason.** Sufficient reason is shown for the adjustment in order to address exceptional or extraordinary circumstances or conditions applicable to the facility such as existing physical constraints that are not contemplated or provided for by this chapter.

Complies. The frontage of the project on East Lake Sammamish Parkway (ELSP) is also in the area where WSDOT controls the activities within the curb to curb area. Furthermore, this is a primary City truck route and heavily used roadway within the City. Relocating the bike facilities behind the curb will likely be the only configuration that WSDOT would allow and provides a much better location for bikes. While there is a large, unused right of way along the site (60+ ft.) much of that is critical area buffer. Therefore, reducing the width of the landscape zone, minimizes the intrusion into the stream buffer.

5. **Safety.** The proposal does not negatively impact public safety and operation, nor create any hazardous features.

Complies. The proposal does not negatively impact public safety and operation or create any hazardous features. By placing the bicycle use behind the curb, safety for these users is improved.

6. **Services and Maintenance.** The proposal will not create negative impacts to public service, including fire and emergency services nor adversely affect how well the surrounding public facilities can be maintained.

Complies. The proposal will not create negative impacts to public and emergency services or how surrounding public facilities are maintained. Public Works Engineering heavily participated in the determination of the appropriate configuration to implement the Comprehensive Plan requirements.

7. **Priorities.** The criteria listed in Circulation 6.2.C –Priorities are applied.

Complies. Removal of the landscape strip would not affect how circulation facility elements for pedestrians, cyclists, and automobiles are prioritized and configured on the site. The required 6 ft. wide pedestrian sidewalk will be provided.

Condition 5: To implement this shared facility, bicycle and pedestrian facilities will have distinct surface materials with signage and/or striping to identify each user's zone: Asphalt for bicyclists, Concrete for pedestrians. Street trees will not be planted.

Chapter 12.0: Circulation Design

The purpose of the Circulation Design Standards is to prioritize non-motorized users and to emphasize the role of Circulation Facilities in achieving the goal of establishing Public Space. Detailed analysis of project compliance to Chapter 12 can be found in the CIDDS Checklist (Attachment 3).

The proposed Circulation Design for the Evergreen Ford Lincoln Dealership complies with the CIDDs at this phase of review. Multiple pedestrian routes are provided to the building, including from the sidewalk and internal circulation facilities. The site has been designed to accommodate safe, comfortable, interesting spaces for all people. Please refer to the checklist for comprehensive staff analysis. Items that require conditions are discussed below.

General Standards

The site has a direct, clear and predictable circulation route, both for pedestrians and vehicles. The building entries are easily identified by the signage and weather protection over the primary dealership entrances, and the service entry is highlighted through special paving and signage.

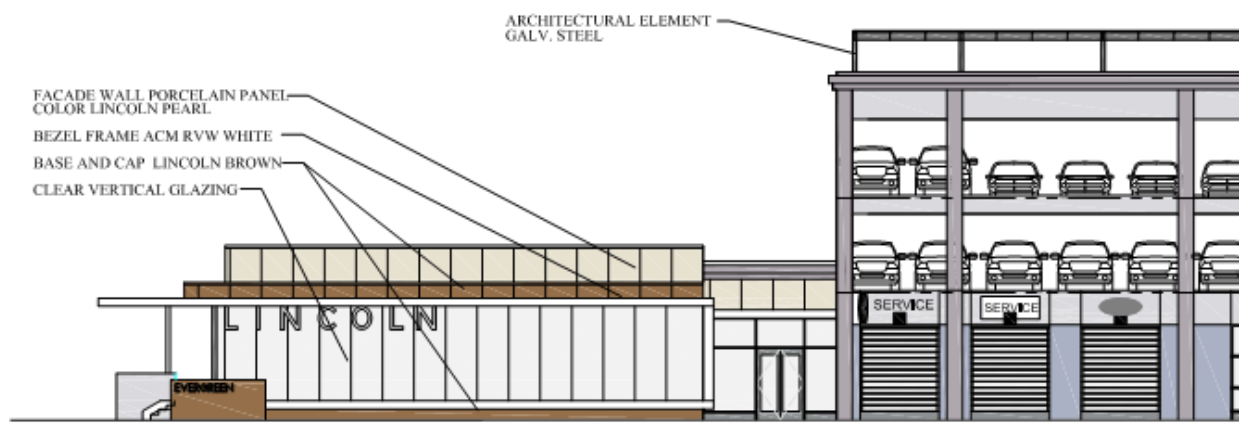


Figure 8. Entry features and signage at the Lincoln storefront and the combined service area (NW façade)

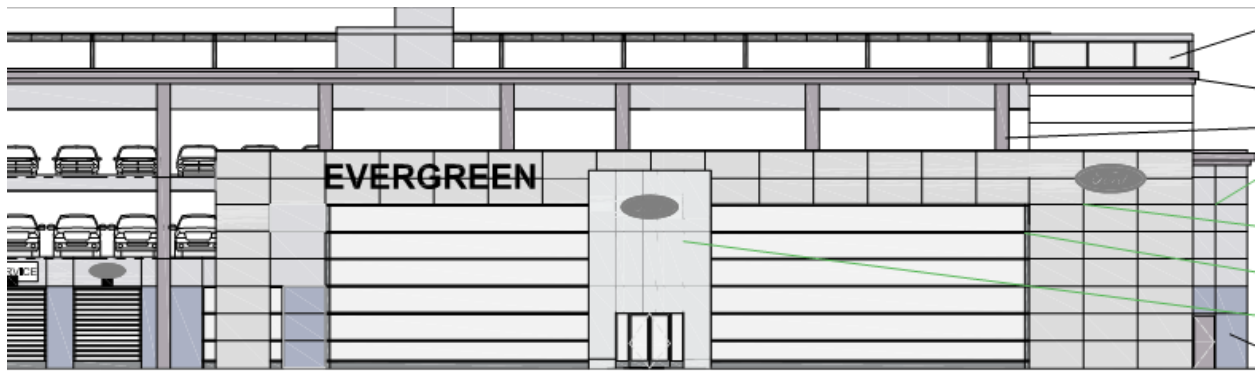


Figure 9. Entry features and signage at the Ford storefront (NW facade)

Motorized Facility Standards

Compliance with standards for motorized facility design, minimum pavement, pedestrian safety measures, driveways, and street intersections are acceptable for this level of review and will receive additional review at construction.

The site connects to the public right-of-way in three locations: two locations at 230th Avenue SE and at one location at SE 66th Street. The two driveways off 230th Avenue are shown in Figure 10.

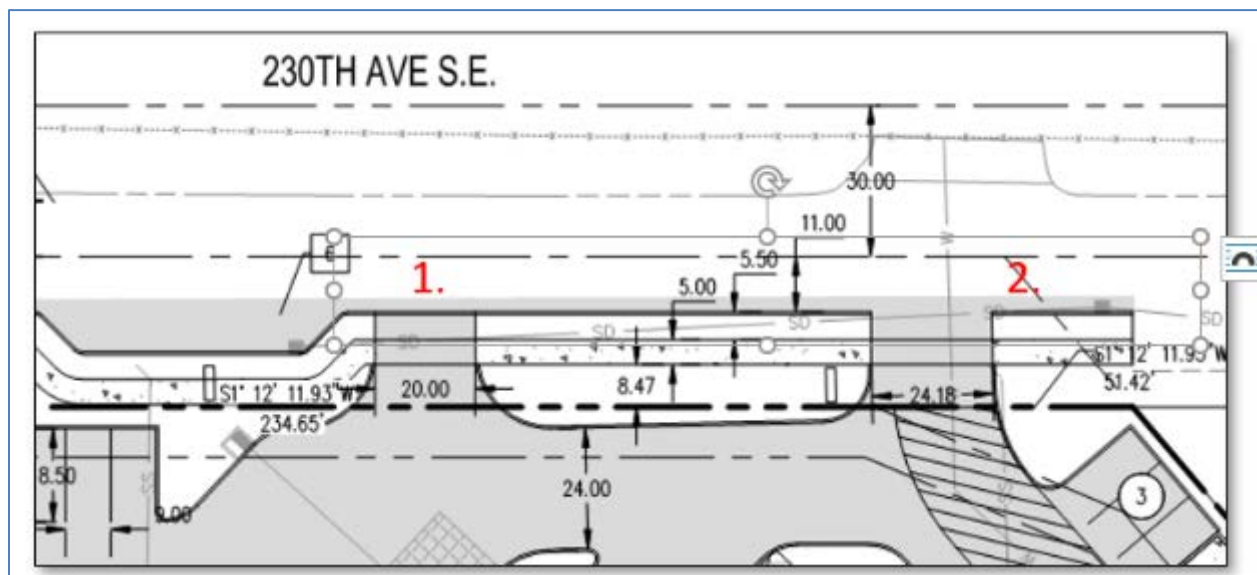


Figure 10. Two driveway locations at 230th Ave. SE. The driveway to the left serves as an entry for automobiles, whereas the driveway to the right will serve primarily trucks.

Driveway #1 does not meet the City's Street Standard for access point spacing and shall be consolidated with Driveway # 2 below.

Condition 6: *The northernmost driveway on 230th Avenue Southeast does not meet the City's street standard for access point spacing. Prior to site plan approval, site circulation shall be reconfigured to meet city access point spacing standards.*

Driveway #2 will serve as the main access and egress point for large trucks and will serve as fire truck access. It is therefore appropriate that this entry is designed to an intersection standard with a wider width and curbs on either side of the crossing. Preliminary traffic impact analysis indicates that this driveway could be full access with no turn restrictions.

The driveway from SE 66th St to the new private access street has been designed to meet an intersection standard, as is consistent for a street. The internal access will be designed to meet the Pedestrian Priority Street standard, which requires intersection design at street crossings.

COMMUNITY SPACE

Central Issaquah Development and Design Standards (Ch. 7 and 13)

Design and Development Standards covering the same subject (i.e. circulation, community space, parking, landscape) are paired together even though the chapters are not sequential.

Chapter 7.0: Community Space Development Standards

Chapter 7 provides the standards to show how building design and Community Space are connected and related, that the site makes a positive contribution to the Public Realm, and that significant Community Space is located within or adjacent to the District. Detailed analysis of project compliance to Chapter 7 can be found in the Design Checklist.

There are two general triggers for Community Space in Chapter 7 for a non-residential use:

1. If the use is located on a certain type of street a common outdoor Community Space is required. This project is not located on a Circulation Facility which triggers that requirement.
2. If Fig. 7A or 7B shows a required facility. On these figures, the site is shown as requiring a New Park. However, the Parks Strategic Plan, adopted by Council in 2018, does not show a park in this area. Therefore, the Director has determined that the subsequently adopted Parks Strategic Plan supersedes the CIDDS plan, and no park is required with this project; see below.



Above, from Left to Right: CIDDS Fig. 7A; CIDDS Fig. 7B; Parks Strategic Plan, Strategic Projects Map.

Chapter 13.0: Community Space Design Standards

The purpose of the Community Space Design Standards is to interrelate buildings and community spaces, have the site positively contribute to the Public Realm, and provide recreational variety. Analysis of project compliance to Chapter 13 can be found in the Design Checklist, Attachment 4. Because no required spaces are triggered in Chapter 7, it is unlikely Chapter 13 applies; however, if plazas are provided, such as at the intersection of SE 66th St and 230th St SE, then the plaza standards will be applied during construction permit review.

PARKING

Central Issaquah Development and Design Standards (Ch. 8 and 15)

The intent of the parking chapter is to establish parking standards based on urban rather than suburban densities that support a pedestrian-friendly environment and attractive urban design. The proposed Parking Design for the Evergreen Ford Lincoln Dealership complies with the CIDDS at this phase of review, with conditions. Detailed analysis of project compliance to Chapter 8 can be found in the CIDDS Checklist (Attachment 3).

General Description of Proposal

Parking for the Evergreen Ford Lincoln Dealership consists of surface parking and a parking garage. Surface parking is accessed from the private access street, and structured parking is accessed from a circulation facility at the rear of the property. It should be noted that unlike most other retail facilities, parking to meet the code requirement for this land use can have the same outward appearance as the display and storage of their automobile merchandise. As they store sale merchandise, display spaces are not included in the tally of required parking and are not required to meet parking standards (e.g., size, orientation, circulation widths, tandem parking maximums).

As prescribed in CIDDs Table 8.10-1. – Table of Vehicular Parking Spaces, the required minimum parking for business services, including vehicle sales and dealerships, is 2 spaces per 1000 net square ft. This includes indoor display showrooms. The maximum allowed parking amounts to 4 spaces per 1000 net square ft. At this phase of review, and with 61,693 net square ft., the project's parking complies with Chapter 8 and Chapter 15 of the CIDDs, with conditions. Relevant standards are summarized below:

<u>STANDARD⁴</u>	<u>ALLOWED/REQUIRED</u>	<u>PROPOSED</u>
Vehicular Parking Spaces (for "automobile sales/dealership")	123 minimum, 246 maximum, (Maximums apply to surface parking only. Maximums do not apply to under building or structured parking)	Surface: 64 Structured: 236 TOTAL: 300
Structured Parking Allocation	50% minimum	78%
Motorcycle Parking	5 (1 per 36 automobile spaces)	5
Bicycle Parking (for "Uses Not Listed")	5 (1 per 10,000 sf)	5 outdoor, 5 indoor for 10 total
Compact Stall Allocation	60% maximum	2% (3 stalls)
Micro Stall Allocation	5% maximum	0% (0 stalls)
Type A Loading Spaces	2 (1 per 30,000 sf)	1
Type B Loading Spaces	1 (1 per 30,000 sf)	1, additional Type B loading space required as a Condition

A total of 10 bicycle parking spaces are provided: 5 spaces for customers at the Lincoln street entry (shown on sheet LA-3.1) and 5 under stair interior spaces for employees at stair Grid N9 (noted in Sheet A-1.3 as "5 hanging understair employee spaces at SE stair tower"). A total of 5 bicycle parking spaces is required, so adequate bicycle parking has been provided. However, locating bicycle parking under stairs may violate the City's adopted Fire Code, so it is likely that the applicant should seek another location. This will be resolved through permit review at the time of construction.

⁴ In addition to these standards, ADA parking will be required, according to the Building Code. The applicant has proposed 6 barrier free spaces. Compliance with ADA parking standards will be reviewed with the building permit.

A sufficient number of motorcycle parking is provided in the parking garage. A detailed analysis of parking standards can be found in the CIDDS Checklist (Attachment 3).

Chapter 8.0: *Parking Development Standards*

The table above summarizes the required and proposed parking for vehicles, bicycles, motorcycles, and loading. The proposal complies with most of the standards; where the proposal does not, more detail and conditions, where necessary are provided below.

The applicant shows 1 Type A loading space and 1 Type B loading space on its site plan. CIDDS Table 8.16-1 – Computation of Required Loading Spaces (excerpted below) shows that the loading spaces required for commercial uses greater than 30,000 nsf are dependent on the specific use proposed (e.g., retail, restaurant, office).

Table 8.16-1 Computation of Required Loading Spaces		
Type of Use	Type A	Type B
Commercial: 30,000 net sq. ft. (NSF) or less		
Retail, Restaurant, etc.	<ul style="list-style-type: none"> 1 loading for first 10,000 sf 1 loading space for next 20,000 nsf 	
Office	<ul style="list-style-type: none"> 1 loading space 	
Commercial: More than 30,000 net sq. ft. (NSF)		
Retail, Restaurant, etc.	<ul style="list-style-type: none"> 1 loading space per 30,000 nsf 	<ul style="list-style-type: none"> 1 loading space per 30,000 nsf
Office	<ul style="list-style-type: none"> 1 loading space per 30,000 nsf 	

As shown in the analysis below, when accounting for the retail and office uses proposed, a total of three loading spaces are required: two (2) Type A (25 ft. in depth and 10 ft. in width) and one (1) Type B (50 ft. in depth and 12 ft. in width).

It appears the site has sufficient area to accommodate an additional 25 x 10 Type A loading area, such as at the eastern portion of the site near the proposed Load B area.

Condition 7: *Prior to construction permit submittal, one (1) additional Type A loading area measuring 25 ft. x 10 ft. shall be depicted onsite.*

RETAIL USES	Size (square ft.)		
Lincoln Sales and Parts	5,741		
Ford Display and Parts	32,937		
Parts	3,387	TYPE A	TYPE B
RETAIL TOTAL	42,065	1.4	1.4
OFFICE USES			
OFFICE TOTAL	5,404	.18	0
Total Loading Spaces Required per 30,000 nsf		1.58	1.4
TOTAL, rounded		2	1

Tandem Parking

The project proposes 55 tandem parking spaces, for a total storage of 110 vehicles to provide parking for customers coming in for service and employees. The maximum allowed number of tandem spaces is 25, for a total storage of 50 vehicles, except that tandem parking is permitted for customers of retail and commercial uses when valet parking is provided. The tandem parking stalls will never be accessed directly by customers; rather the spaces will be used either to store customer cars waiting for pick-up or for storage of merchandise cars. In all cases, Evergreen Ford Lincoln employees will be parking and moving the cars, so the proposal complies with the valet parking requirements, and therefore the maximum of 25 tandem spaces may be exceeded.

Commute Trip Reduction and Transportation Management Action Plan

The applicant has not indicated how it will comply with CIDDS 8.4 regarding Commute Trip Reduction.

Condition 8: *With building permit submittal, the applicant shall indicate how the project complies with CIDDS 8.4 Commute Trip Reduction and Transportation Management Action Plan, or provide information demonstrating why this requirement is not applicable to the project.*

Chapter 15.0: Parking Design Standards

The purpose of the Parking Design Standards is to apply a more urban approach to parking to support a pedestrian-friendly, small-scale, mixed-use environment and contribute to the Public Realm. The Evergreen Ford Lincoln proposal complies with the design standards. The following summarizes compliance or, where appropriate, the basis for Land Use or Construction Conditions. Detailed analysis of project compliance to Chapter 15 can be found in the CIDDS Checklist (Attachment 3).

The majority of parking for the site (79%) is in structured parking, consistent with the Central Issaquah vision. One element of the structured parking that needs further refinement is rooftop landscaping. (This is addressed in Chapter 16, regarding rooftop parking landscaping).

The surface parking areas are appropriately landscaped, including trees, shrubs, and groundcover. The surface parking lot is softened with the required 10% landscaping and provision of 1 tree for every 6 parking spaces (see Sheet LA-2.1 of the Plan Set in Attachment 8).

A 3 ft. tall and wide evergreen screen is to be provided at the western edge of the site. The applicant is strongly encouraged to incorporate sustainable site design strategies, including the use of LED light fixtures for parking lot lighting. The proposed level of parking lot landscape detail is sufficient for this level of review; however, a detailed review of landscaping types and quantities will be conducted during landscape permit review.

LANDSCAPE

Central Issaquah Development and Design Standards (Ch. 10 and 16)

Design and Development Standards covering the same subject (i.e. circulation, community space, parking, and landscape) are paired together even though the chapters are not sequential.

Chapter 10.0: Landscape Development Standards

Chapter 10 provides landscaping standards with the intent to draw nature into the developing urban community, add green elements to soften the urban form, and create a livable, verdant, attractive Public Realm that restores nature and human activity and contributes to the success and establishment of the Green Necklace.

As conditioned, the proposed Evergreen Ford Lincoln Dealership complies with the Landscape Development Standards at this phase of review. Detailed analysis of project compliance to Chapter 10 can be found in the CIDD Checklist (Attachment 3).

The *Tree Plan*, dated April 8, 2019 and prepared by O'Neill Service Group, was reviewed for consistency with Issaquah Municipal Code (IMC): Chapter 18.12 Landscaping and Tree Preservation and the Central Issaquah Development and Design Standards (CIDD): Chapter 10.0 Landscape.

The City worked with the applicant to review an initial and revised tree analyses. The applicant's revised *Tree Plan* prepared by O'Neill Service Group, still has some areas that are inconsistent with City standards, as identified by the City's environmental peer reviewer. Such items still needing to be addressed include the designation and measurement of significant trees, replacement rates, and appropriate replacement trees. The City will continue to work with the applicant to refine their tree replacement program prior to site development. Staff work with applicants to maximize the number of trees onsite while also ensuring the health of trees at their mature size and not encouraging applicants to plant small trees that do not meaningfully contribute to the City's tree canopy.

Condition 9: *When identifying significant trees, calculate the diameters of multi-stemmed trees according to the City's diameter-breast-height (dbh) method, per CIDD 2.2:*

For trees with multiple leaders at four and one-half (4.5) feet height, the d.b.h. shall be the combined cumulative total of branches greater than six (6) inches diameter at four and one-half (4.5) feet above the average grade.

Obtain a new number for total inches of significant trees in the developable area and update this figure throughout the Tree Plan. Compliance will be reviewed with site work and landscape permits.

Minimum Tree Density, Tree Retention and Tree Replacement

The applicant proposes to retain 0% of trees onsite. In accordance with CIDDS 10.13 – Tree Retention Requirements, 25% of the total caliper of all significant trees in the developable site area is to be retained, unless the criteria in CIDDS 10.13.B are met, in which case tree retention can be reduced to 0%. This project should qualify to waive tree retention requirements in the developable area per CIDDS 10.13.B, as long as the trees are replaced onsite and/or off-site, or the applicant pays a ‘fee in-lieu-of’ for reductions less than the minimum tree density requirements. The applicant has not yet documented how it will meet the criteria in CIDDS 10.13.B.

The applicant’s tree replacement program applies a size-based scaled replacement tree credit—planting 30 deciduous trees of at least 2-inch caliper, 12 deciduous trees of at least 1.5-inch caliper, and 68 minimum 5 ft. tall evergreens. This approach does not align with the CIDDS requirement to plant replacement trees with a minimum 2-inch caliper for deciduous trees and minimum height of 7-8 ft. for conifers. CIDDS 10.14 requires that 1 replacement tree be provided for every 6 inches of caliper at dbh of trees removed. The applicant counts the 86 trees previously planted on the site as part of the WSDOT stream relocation project toward the required number of trees to be replaced onsite. This is not allowed as only trees in developable areas may count toward tree replacement.

According to 10.14.C, if it is not feasible to relocate or replace trees on-site, relocation or replacement shall be made at another Director-approved location in Central Issaquah. Otherwise, in the absence of a suitable relocation site, the applicant is required to pay into the City Tree Fund an amount approximating the current market value of the replacement trees and the labor to install them.

Condition 10: *In accordance with CIDDS 10.13 and 10.14, the applicant shall recalculate the number of significant trees and significant diameter inches required to achieve the minimum tree density and retention. Replacement trees must be at least two inches in caliper for deciduous trees and seven to eight feet tall for conifers. If all of the required trees cannot be accommodated on-site in manner that respects the mature size and health of the trees, offsite planting or payment to the Tree Fund shall be required per CIDDS 10.14. This will be evaluated with the site work and landscape permits.*

Parking Lot Landscaping

The proposal complies with the requirements in CIDDS 10.5 - Landscape and Decorative Requirements for Parking Areas. This includes provisions for 1 tree per 6 parking stalls and 10% landscaping as a percentage of the total parking area. The

Parking Landscape Plan, excerpted below, demonstrates compliance with these standards. An area shown in a red box should be excluded from the parking lot landscaping calculation, since it is part of the Pedestrian Priority street area; however excluding this area does not impact compliance. The applicant's calculations are provided below, though these should be updated in the final landscape plans to exclude the Pedestrian Priority area.

Total parking lot area subject to parking lot landscaping: 37,752 sq. ft.
Required parking lot landscaping (10 percent): 3,775 sq. ft.
Provided parking lot landscaping: 3,937 sq. ft.

Parking stalls subject to parking lot tree requirement: 58
Parking lot trees required (1 tree per 6 stalls): 10
Parking lot trees provided: 21

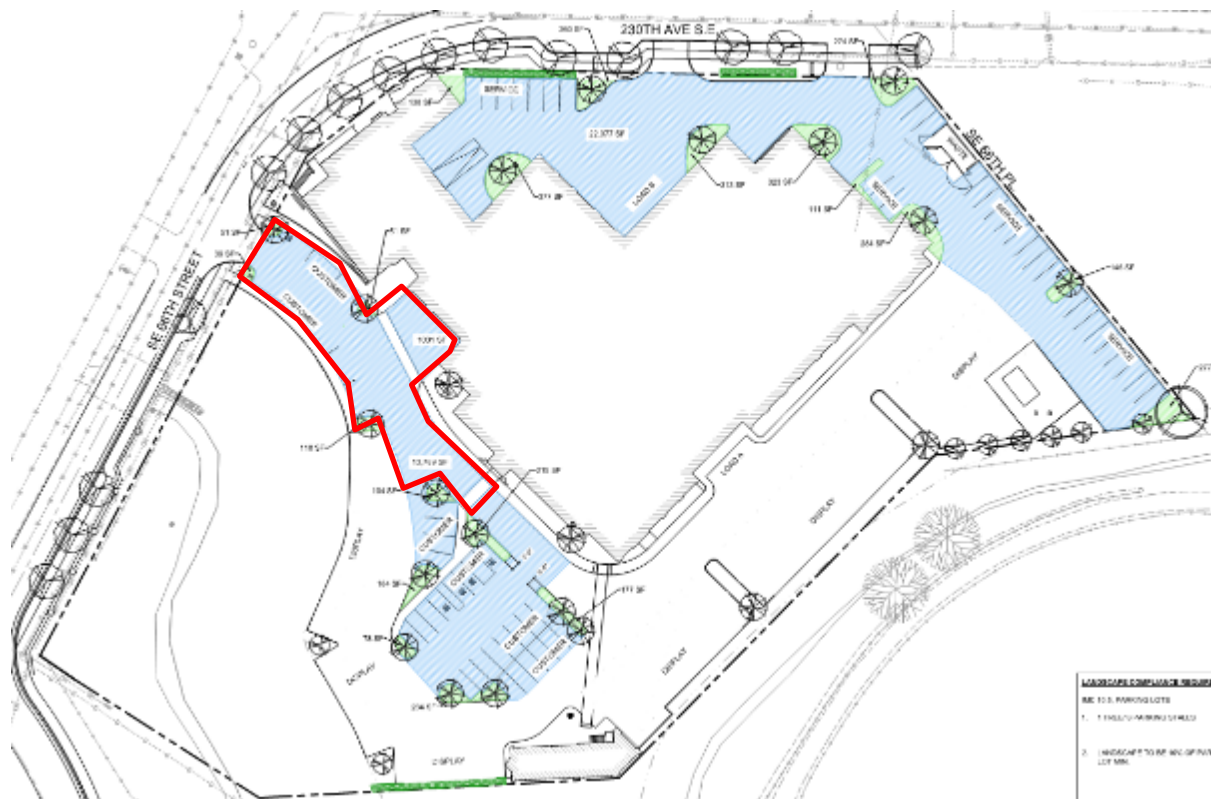


Figure 11. Parking landscape plan. Note the area outlined in red is part of the private road frontage and does not count toward the total parking lot landscaping requirement.

Rooftop Landscaping

Rooftop landscaping is required in order to soften the visual appearance of the rooftop, screen views of the rooftop, add shade, break-up the visual appearance of parking, and reinforce safe pedestrian access to stairwells and elevators. A combination of landscaping and architectural elements may be used. The proposed landscaping is a mix of plantings in raised beds and glass

canopy along the northwest side of the roof and above an adjacent elevator area. Raised beds are located primarily in the interior of the site. It is unclear whether the rooftop landscaping meets the requirement that “architectural elements or landscaping shall provide a visual screen at least 3 ft. in height around the entire perimeter of the rooftop.” No dimensions are provided for the parapet wall height. Additionally, area calculations were not provided, nor were specific details on the raised planters or glass canopies. The proposed designs are acceptable at this level of review, but additional details will be required with landscape plans to demonstrate compliance with 10.5.B.2 .

Condition 11: *In accordance with CIDDs 10.5.B.2, the applicant shall provide details for landscaping and architectural elements to show compliance with rooftop landscaping requirements.*

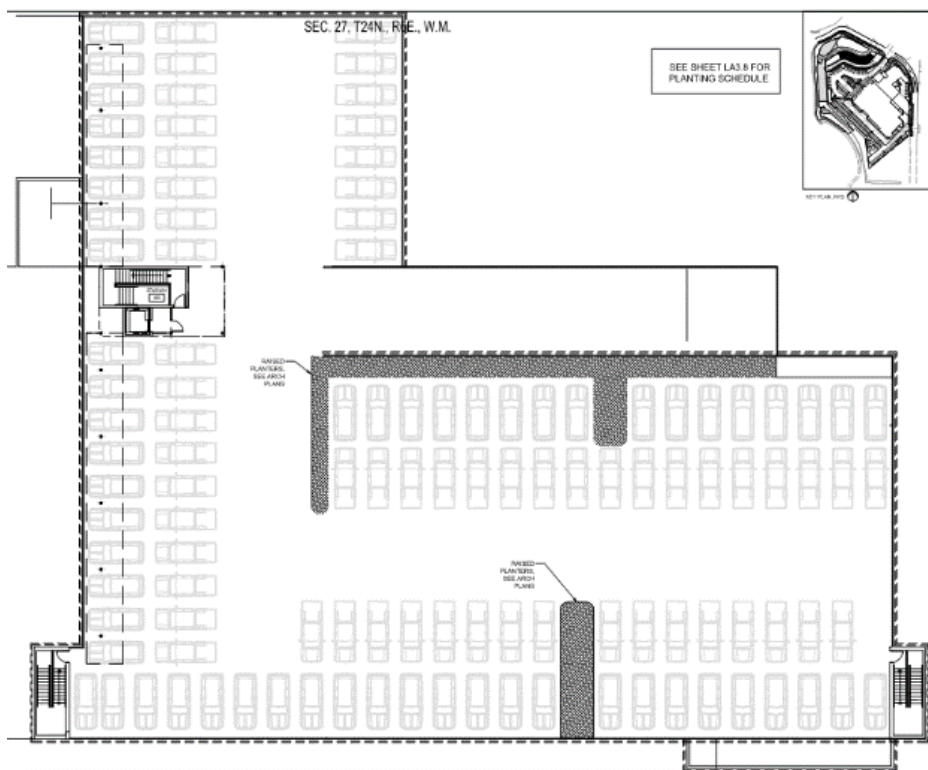


Figure 12: Rooftop landscaping plan



Figure 13: Example of architectural features (canopy and wall) screening rooftop parking. The cornice with a parapet wall extends the entire perimeter of the roof.

Plant Sizes and Spacing (10.17.F)

The variety of plant sizes and spacing comply with CIDDS at this level of review. Additional analysis will be required with construction permits.

Critical Areas Planting (10.7)

The Critical Areas Study (Attachment 13) describes the proposed Stream Buffer Reduction with Buffer Vegetation Enhancement per IMC 18.10.790(D)(4). The applicant is requesting a 25% reduction in the stream buffer width, for the on-site portion of the North Fork Issaquah Creek, from 100 ft. to 75 ft. CIDDS 10.7 encourages the retention of native vegetation adjacent to critical areas and buffers and the prevention of plant material or runoff of irrigation water and fertilizers from being diverted into the critical areas or their buffers.

Overall, the proposal aims to improve water quality and habitat function of the North Fork Issaquah Creek through the addition of native vegetation and woody debris to the creek and its buffer. Additionally, the applicant proposes sloping adjacent new impervious surfaces away from the critical area so as to prevent the diversion of stormwater runoff into the creek. However, the applicant, via their and the City's consultants, is required to confirm that planting in the Existing Onsite Mitigation (2017) area complies with City requirements. If it does not, additional or revised planting will be required.

Condition 12: *Confirm that planting in the Existing Onsite Mitigation area complies with City requirements. If the planting schedule is found to be noncompliant, then additional or revised planting shall be required.*

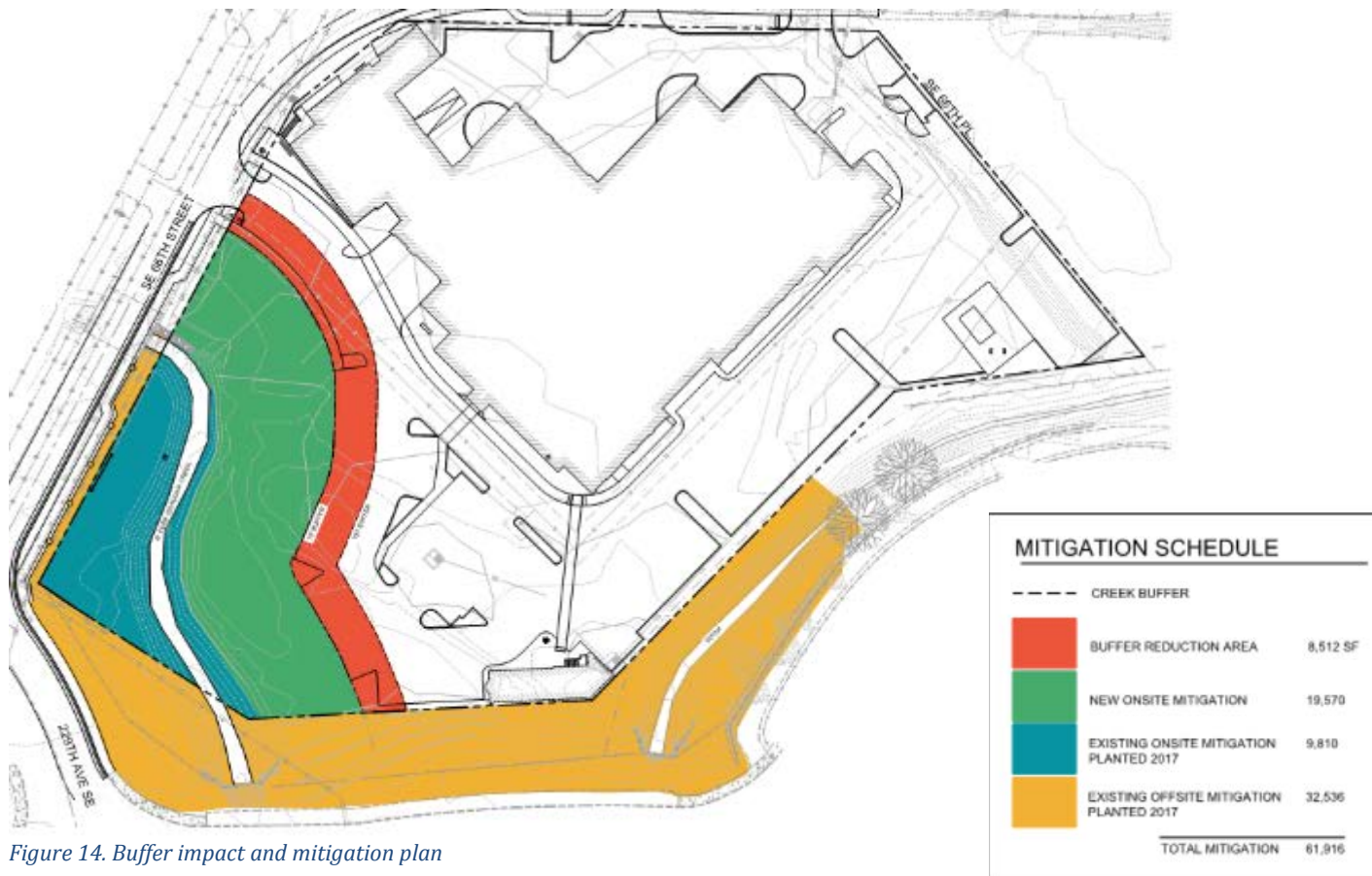


Figure 14. Buffer impact and mitigation plan

Chapter 16.0: Landscape: General Standards and Guidelines

The purpose of the Landscape Design Standards is to provide a variety of green elements to implement the Green Necklace, soften the built environment with landscape, integrate development with the natural environment, and use landscape as screening where necessary. The following summarizes compliance or, where appropriate, the basis for Land Use and Construction Conditions.

General Description of Proposal

The proposed landscape integrates with the surrounding context including the adjacent stream, trees, and urban surroundings. Near the stream, enhancement plantings have been planned to protect critical areas and improve wildlife habitat. Significant amounts of native species will be added to the site, along with other trees and shrubs appropriate to this ecosystem.

The landscape design is unified and yet varied in order to help with site orientation. Selected trees will moderate building mass and provide strategic areas of shade. Site furnishings such as benches, lighting, trash cans, etc. are not shown on the landscape plan. Additional details on these items will be required with the Landscape Plan review per Section 16.2.0.

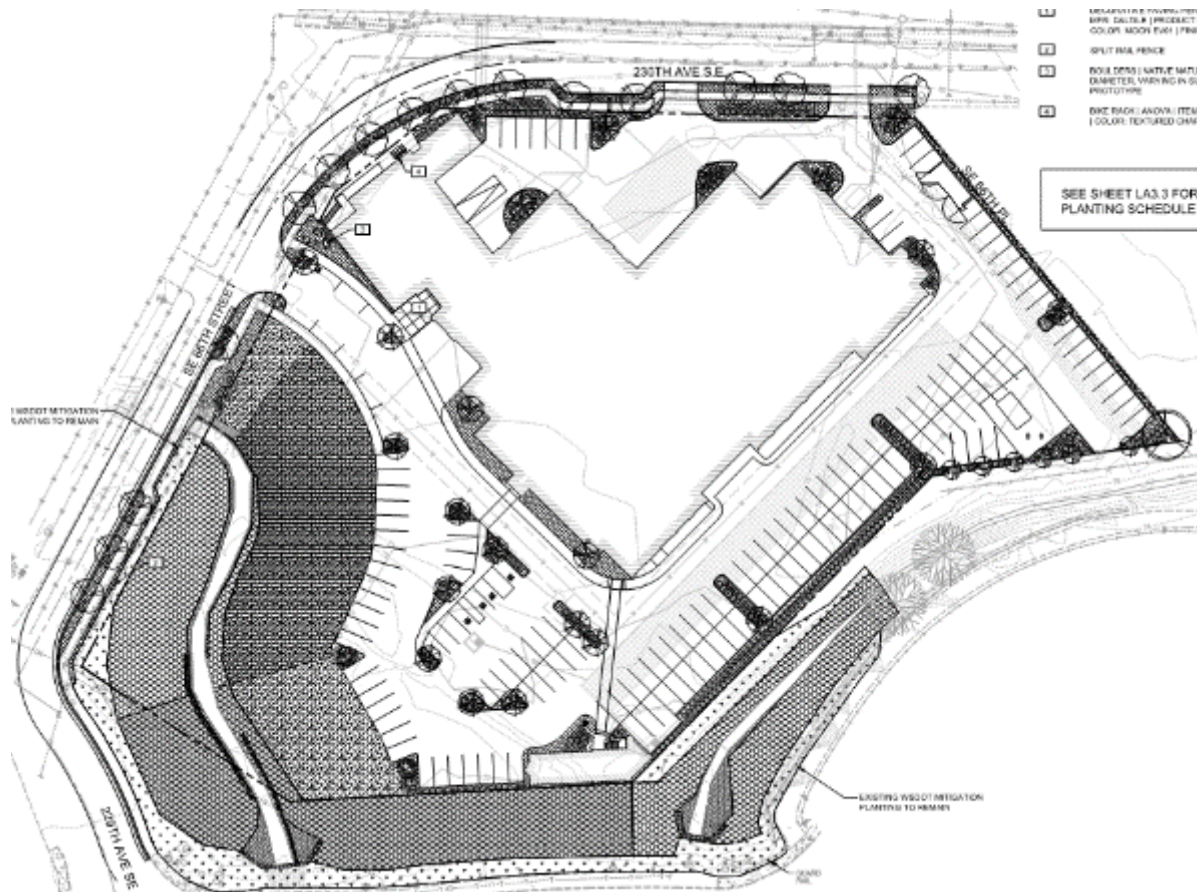


Figure 15. Planting plan (excerpt)

Chapter 11.0: Site Design

Chapter 11 establishes site design standards that orient development so that it defines the Public Realm and improves the pedestrian experience. Pedestrian and bicycle circulation needs are raised to a priority with motorized circulation priorities while ensuring that the design does function for motorized transportation. Detailed analysis of project compliance to Chapter 11 can be found in the CIDD Checklist with standards not included here discussed more fully in the CIDD Checklist (Attachment 3).

11.2 General Standards

The Evergreen Ford Lincoln Dealership is required to create a strong identity for itself and the Eastlake district of Central Issaquah. This project meets the general standards, as discussed in the CIDD checklist staff analysis. Site design features, which are listed below, are discussed in greater detail throughout the staff report. The discussion below is meant to emphasize the most important Site Design elements of the proposal.

11.2.G Views and Vistas

The City values its views to hillsides as an essential element of its character. Views along the axis of existing Circulation Facilities must preserve the views, and this project does. However, the project is adding an additional Circulation Facility, the private internal street, which appears that it too would have views to Squak Mountain. Nothing about the proposed design would interfere with that view except parking lot trees, which are required. See diagram at right.

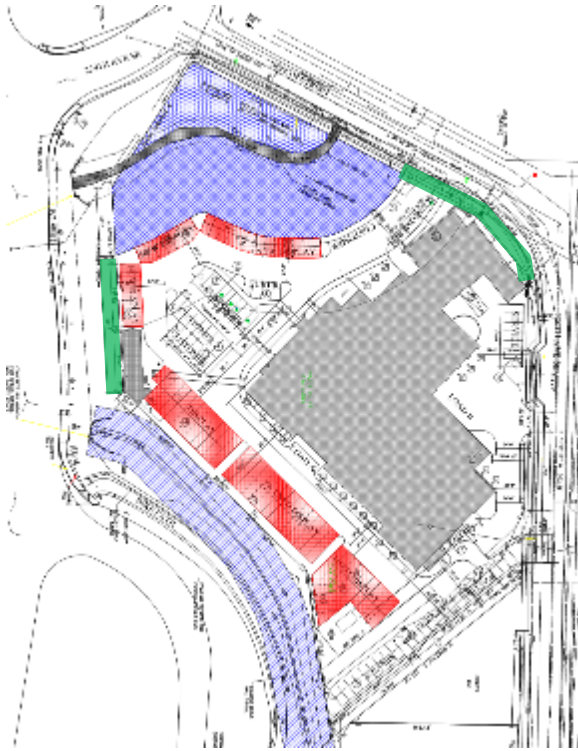


11.3 Standards for all Uses

Building Frontage and Streetwall/Build-to-Line (11.3.F to 11.3.J)

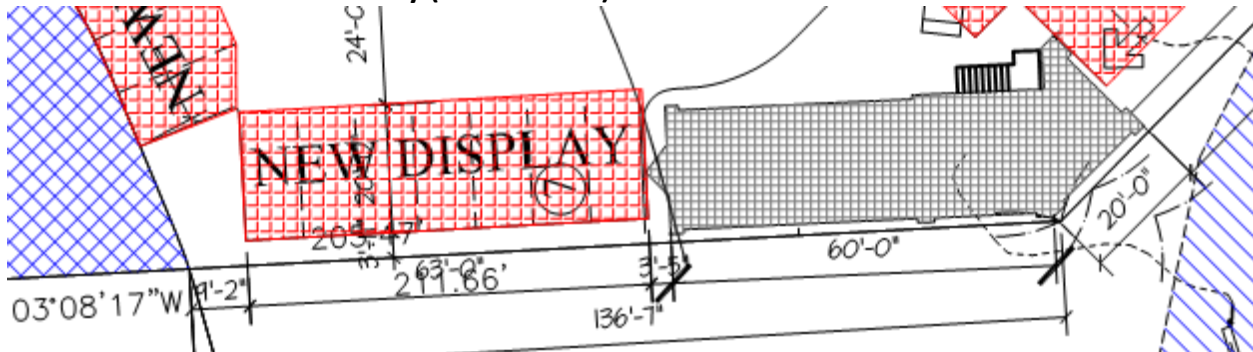
A distinguishing feature that differentiates urban from suburban development is the use of buildings to define the street edge, or streetwall. The requirements for building frontage in sections 11.3.F to 11.3.J help create this urban street edge. The Build-to-Line requirements necessitate buildings to be located toward Circulation Facilities and Community Spaces.

This site is bordered on one side by an active industrial site outside the Central Issaquah Area, along with the street which separate the two, 230th Ave SE. Another side is adjacent to an Interstate 90 offramp. A third side contains a stream with a required 75 ft. buffer. None of these three frontages would be appropriate places for an urban street wall. However, the remaining frontages, highlighted in green below, *are* appropriate for an urban streetwall, and the Director has determined that these locations will be used to apply the build-to-line requirement: SE 66th Street, and a portion of the site along the E. Lake Sammamish Drive right of way.



In the IC – Intensive Commercial zone, the required minimum length of the building that meets the Build-To-Line is 60%. The proposed building meets the minimum requirement at the “Build-To-Line” zone, within the allowed 0 to 10 ft., measured from the property line (see sheet A-0.0 for Minimum Build-To-Line calculation in Attachment 8). Compliance with the required Build-to-Line building frontage requirements is established in the tabulation below:

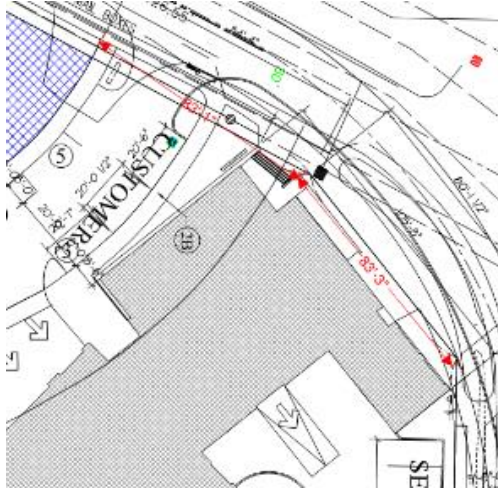
East Lake Sammamish Parkway (north to left):



Overall length:	136 ft. 7 in.
Minimum Build to length compliance:	60%
Required:	82 ft.
Provided:	60 ft.

Condition 13: The East Lake Sammamish Parking way frontage must provide an addition 12 ft. of Alternative Building Frontage elements, i.e., architectural elements, that comply with CIDDS 11.3.J to fulfill the remaining Build-to-Line requirement.

SE 66th Street:

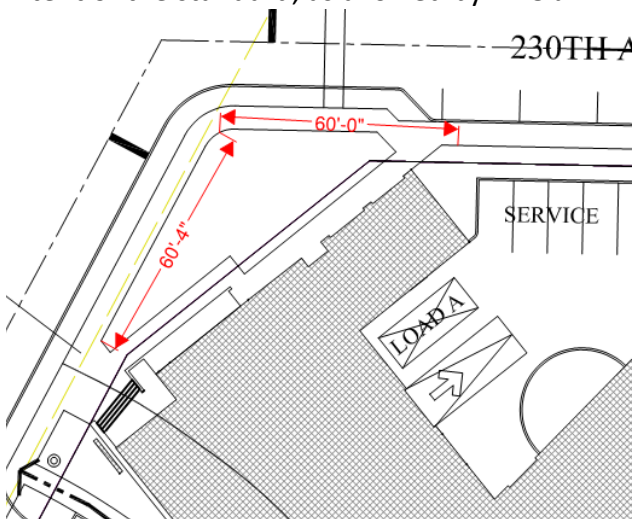


Overall length:	83 ft. 3 in. + 83 ft. 1 in. = 166 ft. 4 in.
Minimum Build to length compliance:	60%
Required:	100 ft.
Provided:	105 ft.

The SE 66th St. frontage complies.

11.3H Corner Building Frontage

As the north portion of the building is located at the intersection of Circulation Facilities, CIDDS 11.3.H applies and requires that a minimum of 60 ft. of building frontage be provided as measured from the corner of the intersection. As shown below, building mass is not present at the intersection and the building does not occupy all the build-to-line for at least 60 feet from the intersection. There is a concern that sight distance could be blocked if the building occupied the corner build-to-line. Alternative building frontage should be added to this area to meet the intent of the standard, as allowed by 11.3.J.



Condition 14: *Alternative building frontage must be added to the corner of SE 66th Street and 230th Ave SE in order to comply with the intent of 11.3.H Corner Building Frontage.*

11.3K Above-ground Utilities

Several above-ground utilities are located along SE 66th St. and 230th Ave. SE, including a fire hydrant, fire department connection, a water meter, and possibly others. As shown, the above ground utilities are not screened. Also, it is assumed that all above ground utilities have been shown for review during the land use permit phase. If they are not, then they must be placed inside the building, or on service sides of the building, i.e. the south and west sides of the building.

Condition 15: *Existing utilities that cannot be relocated during the construction phase of the project shall be screened to minimize their presence. New utilities must be located within the building, away from pedestrian areas in service areas so as to eliminate their visual impact.*

11.4A Building Orientation

The northwest elevation, with entrances to the Ford storefront, lobby, and service check-in, faces a private street with the stream and buffer beyond it. The Lincoln storefront is oriented to the corner.

11.5 Service, Loading, Waste

The two provided loading stalls are located away from the primary pedestrian areas at the back or side of the building. A waste enclosure is located on a rear lot line, but specific architectural details are not provided. Due to the proximity of the site to the North Fork of Issaquah Creek, wooded hillsides, and other nearby streams there are large numbers of wildlife likely to pass through this site. To avoid wildlife access to the trash enclosure, the enclosure must have a roof.

Condition 16: *The trash enclosure must have a roof to prevent wildlife from accessing garbage.*

Chapter 17.0: Lighting

The applicant has provided no lighting plans, though they describe their lighting requirements somewhat in the Project Narrative. We have worked with the applicant to clarify which lighting levels are appropriate near the critical area and to clarify the requirements that the maximum lighting pole height is 15 ft. (17.4.A).

The project has significant lighting needs as a way of highlighting its merchandise to onsite and offsite observers. However, special care must be paid to protecting the Natural Area and prevent light spilling offsite and into the stream buffer.

Exterior light fixtures should not just be functional and utilitarian but used as an element in creating the urban public realm. The Applicant is encouraged to consider a light fixture that complements the Northwest Revival style to compliment the building's character. The Applicant has not selected the style of the street lights and the fixture selection and final location within the planter strip will be determined with the Site Work permit.

The lighting standards in CIDDs are more appropriately reviewed at the construction permit review phase. The lighting fixtures proposed will need to be confirmed with an updated photometric plan that they are sized appropriately for activities without overlapping illumination patterns. All lighting fixtures will need to be specified to comply with BUG ratings.

ARCHITECTURE AND URBAN DESIGN

(Ch. 14: Buildings and Ch. 18: Design Manual)

Chapter 14 establishes design standards to create a vibrant, pedestrian-friendly built environment through buildings that frame and engage the Public Realm. Chapter 18 provides descriptive objectives and specific techniques and methods for design and development in Central Issaquah. Where conflicts arise between standards in Chapters 14 and 18, those standards in Chapter 18 will be used. Chapter 18 is comprised of three sections: An Introduction, a section on Architecture, and a section on Urban Design. Detailed analysis of project compliance to Chapter 14 and Chapter 18 can be found in the CIDDs Checklist and the Design Review Checklist.

CHAPTER 18.0: Architectural & Urban Design Guidelines

Parts 2 and 3 of Chapter 18, known as the Architectural & Urban Design Guidelines (Design Manual) were adopted by the City Council on December 18, 2017. The Design Manual divides Central Issaquah into two Architectural Districts: "Urban Core" and "Traditional Issaquah." Depending on the Architectural District, applicants choose a specific architectural building style based on site characteristics, development program, and building use. The project site is located within the "Traditional Issaquah" Architectural District as identified in Chapter 2.0 of the Design Manual. In accordance with the Architectural District designation and the applicable design guidelines, the applicant and Staff have worked toward applying the Northwest Revival style to the design of the development.

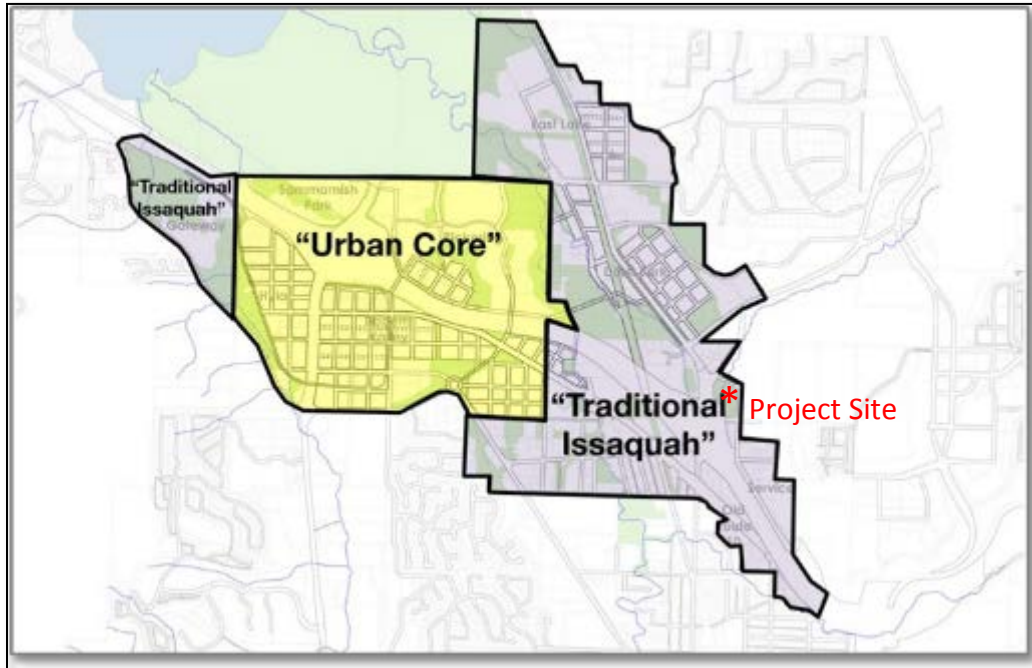


Figure 16. Chapter 18 Architectural Districts



Figure 17. Examples of Northwest Revival style

It was difficult to find an architectural style appropriate to Traditional Issaquah that would meet the needs of the Evergreen Ford Lincoln program. The dealerships have brand-related design elements that must be included in their designs, and some of these elements, including massing and materials, posed conflicts with the Traditional Issaquah objectives. Staff and the applicant also explored whether the Urban Grange style could work; however, the shape and requirements for sloped roofs made this style unfeasible.

The development proposal includes one large main structure with an auxiliary Pavilion building at the southwest corner of the site. The main structure is broken into three architecturally distinct elements. The largest element is the structured parking garage and service facility. The other two elements are the Ford and Lincoln dealerships. Though each of the main building's elements are contiguous, we will apply the Design Manual to each element separately. See perspectives and elevations below.



Figure 18. Building elevation with three distinct architectural elements shown: 1. Lincoln Dealership; 2. Parking Garage and Service Facility; 3. Ford Dealership.

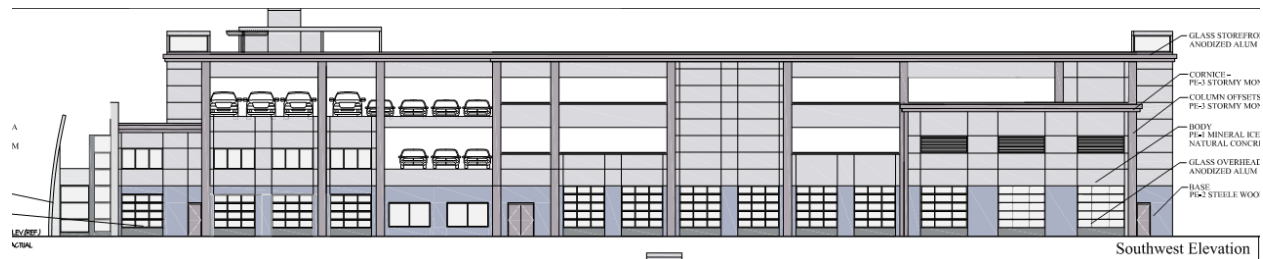


Figure 19. Southwest elevation facing Interstate 90 (Sheet A-3.0)

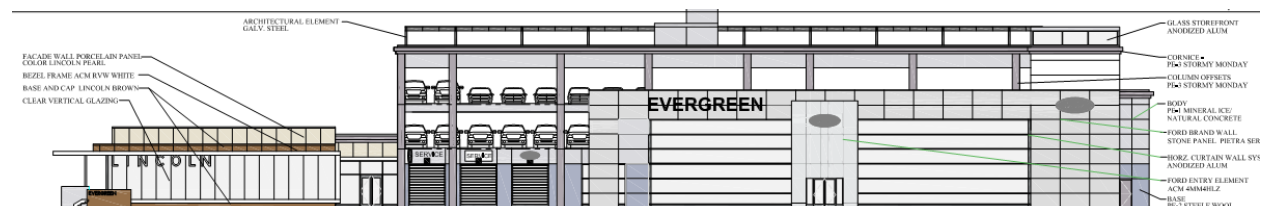


Figure 20. Northwest elevation facing the internal private street (Sheet A-3.0)



Figure 21. Southeast elevation facing 230th Ave. SE and adjacent property (Sheet A-3.0)

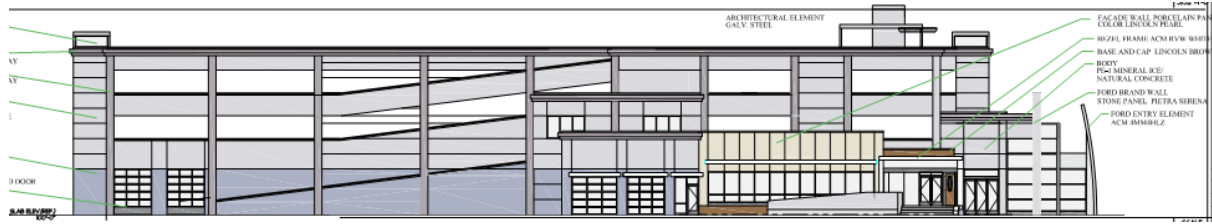


Figure 22. Northeast elevation facing SE 66th Street and 230th Ave SE (Sheet A-3.0)

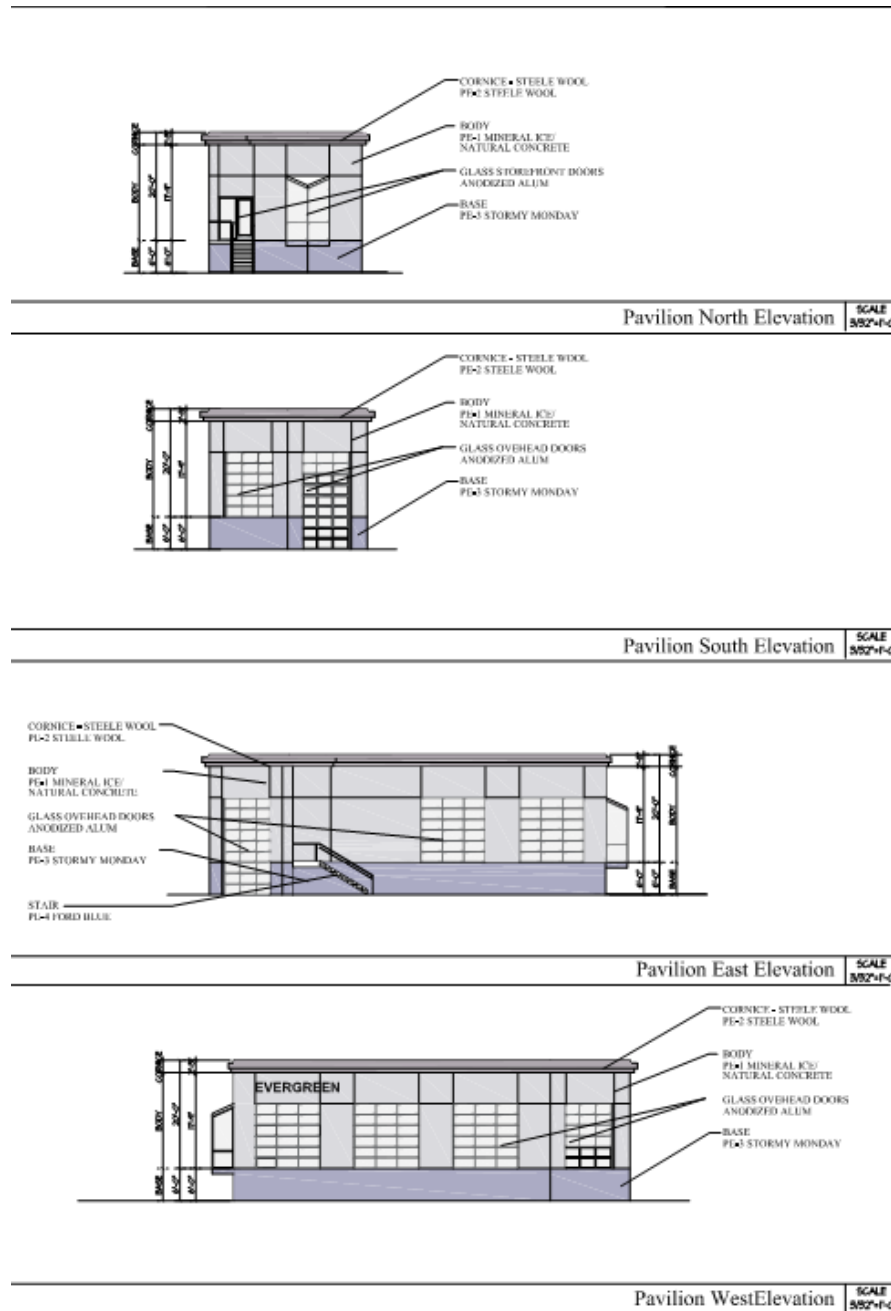


Figure 23. Pavilion Elevations.

Summary of Architecture and Urban Design Review

The automobile sales and dealership use does not fit easily the Traditional Issaquah architectural district, though no other architectural style would have been more appropriate. Specific design elements required by automobile companies for their franchises aim to use consistent architecture to express brand identity. Specific materials, proportions, and façade elements may be required in order for the franchise to receive corporate approval. The City is challenged to balance its objectives for achieving its architectural goals with a desire to attract and accommodate businesses in the Central Issaquah Plan area.

The proposed project is substantially compliant with the Northwest Revival style, as presented in Chapter 18, Architecture and Urban Design Manual. The following conditions will be required:

Condition 17: *The pavilion primary material is concrete, which is an inappropriate primary material; an alternative wall material must be chosen that is appropriate to the Northwest Revival style and the Natural Context area standards.*

Condition 18: *The use of tile at the Lincoln Dealership storefront shall be allowed only in large panels installed with a heavy masonry appearance.*

There remain a few areas where the propose designs conflict with the design guidelines based on the franchise requirements of Ford and Lincoln. These areas warrant further discussion with the Design Commission:

1. *NW Revival Style Scale:* The lack of tripartite composition at the Ford Dealership
2. *NW Revival Style Materials - Walls:* The use of metal panel accents at the Lincoln Dealership; the use of metal panels at the Ford Dealership entry; the use of concrete as a primary building material for the parking and service facility and the pavilion.
3. *NW Revival Style Materials – Windows:* The curtain wall systems required for the Ford and Lincoln storefronts do not emphasize depth and shadow.
4. *Natural Context – Building Edges, Entries:* The entry to the Lincoln Dealership is not located at grade and requires steps or a ramp to access.

IX. Additional Review: Other City Standards, Outside Agencies

CRITICAL AREAS

The site contains a Class 2 stream, a special flood hazard area, and a critical aquifer recharge area.

Streams

The North Fork of Issaquah Creek is a Class 2 Stream with salmonids, which requires a 100-foot standard buffer, per IMC 18.10.785.C. An additional unnamed tributary commonly known as a drainage ditch is located off the site to the south; however, this feature is does not meet the City's definition of stream (IMC 18.10.390), is not regulated by the City, and does not have any required buffers.

Pursuant to 18.10.790.D.4 the applicant has prepared a Critical Areas Study, dated April 8, 2019, through which they provided rationale for requesting a buffer reduction from 100 feet to 75 feet. The City asked The Watershed Company to provide peer review of the study, as well as review of overall compliance with critical areas requirements. The following analysis is based on this peer review.

The applicant has not provided a stream delineation study to support its description of the stream and buffer location. A study with a labeled ordinary high water mark (OHWM) pursuant to IMC 18.10.785.A is necessary for correct depiction of the buffer.

Condition 19: *Provide a stream delineation study with a surveyed and labeled OHWM to verify accurate mapping and buffer depiction on site plans, and also provide a stream delineation map showing only existing conditions.*

As documented in the Critical Areas Study, complete avoidance of buffer impacts was not possible for this project. However, the proposal meets the stream buffer reduction provisions of IMC 18.10.790(D), by including buffer vegetation enhancement. Once established, the propose mitigation would improve buffer water quality and habitat functions in compliance with IMC 18.10.790(D)(4)(a).

The applicant has not identified or quantified impacts to buffer areas off the project site but still within close proximity of the stream. Frontage improvements (sidewalks, street landscaping, etc.) and utility work along SE 66th Street and 229th Ave SE will occur within the required stream buffer of North Issaquah Creek. Prior to site work on these frontages, the applicant must revise its Critical Areas Study to address these impacts and propose suitable mitigation.

Condition 20: *The applicant shall revise its Critical Areas Study to quantify and mitigate buffer impacts caused by frontage improvements or utility work along SE 66th Street and 229th Avenue SE. This condition must be met before site work approval for work on these rights-of-way.*

Floodplain and Critical Aquifer Recharge Area (CARA)

The project site is located in the Special Flood Hazard Area (SFHA), a Critical Aquifer Recharge Area (CARA), and a Wellhead Protection Zone.

Special attention must be paid to stormwater infiltration in aquifer recharge and well protection areas. The proposed project design is based on infiltration of storm water runoff. The current design does not meet minimum design requirements for stormwater (see also “Storm” section below). Specific storm water design elements are still under discussion with the applicant, and due to water quality concerns, infiltration may not be feasible. If infiltration is found to be infeasible, other storm water flow control and treatment options can be designed for this site.

Condition 21: *Development activities proposed within the Special Flood Hazard Area (SFHA), per FEMA Flood Insurance Rate Maps, require issuance of a city Flood Hazard (FLH) Permit and all on-site structures must be designed to meet requirements in IMC 16.36.*

Condition 22: *Development proposals shall not reduce the effective base flood storage volume of the floodplain, and also shall not reduce the hydraulic capability of the floodplain on-site to convey floodwaters through the property during the base flood event. per IMC 16.36.130. When the development results in the displacement of floodwater, the flood hazard permit shall include a certification by a licensed civil engineer registered in the State of WA that compensatory storage is provided, and the hydraulic capability of the floodplain is preserved on-site to convey floodwater through the property without affecting adjacent properties, in accordance with IMC 16.36.130 and 16.36.140. The location of compensatory storage must not adversely impact a critical area buffer.*

Condition 23: *Applicant requested we consider this project as "Phase 2" of the development of this site, with "Phase 1" being the stream relocation by WSDOT. A CLOMR must be submitted to FEMA prior to approval and issuance of the Flood Hazard permit.*

Condition 24: *No filling, grading, paving, installation of landscape berms and planters, storage of equipment or materials, excavation or drilling operations located within SFHA without an approved FLH permit.*

Condition 25: *The Flood Hazard Permit must be submitted and approved prior to land use permit approval. The location of the compensatory storage to mitigate development within the 100 year floodplain must be clearly delineated.*

Condition 26: *The proposed project is located within a Critical Aquifer Recharge Area (CARA) Class 1 Zone and Sammamish Plateau Wellhead Protection Zone (see IMC 18.10.796). Submittal of a Hazardous Material Construction Inventory List is required for construction permits, and infiltration of runoff from pollution generating impervious surface area requires pre-treatment.*

UTILITIES

Storm

The required stormwater facilities are shown in the Stormwater Site Plan prepared by SCJ Alliance. There are no known current drainage flow control facilities on-site. The project's stormwater design complies with the minimum City requirements triggered by the creation of over 5,000 sf of new hard surfaces.

The project is required to comply with the 2014 Department of Ecology Surface Water Drainage Manual together with the City of Issaquah 2017 Addendum, which together identify the requirements for the storm water conveyance, detention, and treatment systems. Enhanced Water Quality Treatment is required for both public and private runoff from all new and replaced pollution generating impervious surface area. Runoff from pollution generating impervious surface area routed to the stream requires Phosphorus Treatment Standard (in addition to enhanced treatment). Standard Flow Control, using full forested as the pre-developed condition, is required for both public and private runoff from all new and replaced impervious surface area.

For storm water infiltration, provide geotechnical report with design infiltration rate, groundwater elevation, and groundwater mounding analysis. Provide site specific detail for each infiltration system, showing site elevations for: final grade, top and bottom of infiltration systems, and seasonal high groundwater level. Infiltration systems require a minimum of 3ft separation between the bottom of the system and the seasonal high groundwater level. The geotechnical report must support the infiltration design. For projects with greater than 1ac drainage area, the standard separation is a minimum of 5ft between the bottom of storm infiltration facility and the seasonal high watermark or the low permeability layer.

Proposed design depth must be reduced from 4ft to 1.5ft due to high groundwater elevation. The stormwater facility footprint area will need to be increased to achieve the same volume.

A separation of 3ft minimum may be considered if the groundwater mounding analysis, volumetric receptor capacity, and the design of the overflow and/or bypass structures are judged by the site professional to be adequate to prevent over topping and meet the site suitability criteria specified in section 3.3.7 SSC-5 Depth to bedrock, water table, or impermeable layer (SWMMWW Volume III).

Public storm collection systems within the right-of-way shall not discharge to the proposed private storm water facilities. The public storm water collection system shall consider the basin requirements for storm water collection. Storm water where new curb and gutter are installed shall not sheet flow across intersections or roadways.

A Construction Storm Water General Permit (CSWGP) from WA State Dept. of Ecology is required for land disturbing activities 1 acre or greater.

Condition 27: *All storm water SEPA conditions will be met with the Site Work Permit.*

Sewer

Sammamish Plateau Water will provide sewer service and the applicant has provided a Certificate of Sewer Availability dated 3/12/19 which is valid for one year. The proposed design is based upon a connection to the public gravity sewer system in 230th Avenue SE.

Water

Sammamish Plateau Water will provide sewer service and the applicant has provided a Certificate of Sewer Availability dated 3/12/19 which is valid for one year. A water system connection is proposed off of 230th Avenue SE. The calculated fire flow at no less than 20psi is 3000 gpm for two hours or more from the nearest fire hydrant. A looped water system is required. A fire hydrant is shown near the corner of the Lincoln Dealership at 230th Avenue SE.

Power, Phone and Cable

As stated in the SEPA decision, overhead power, phone and cable shall be undergrounded where it exists along the project frontage. The uppermost high-power lines cannot be undergrounded and may remain overhead. Overhead service lines to the site shall be undergrounded and not cross the road overhead.

ROADS AND TRAFFIC

The project site is bordered by the following streets: 229th Ave SE, SE 66th Street and 230th Ave SE all of which are classified as Collector; while East Lake Sammamish Parkway SE is classified as a Parkway. The former is governed by the City's 2010 Street Standards, while the latter the Central Issaquah Plan Development Standards.

The improvements to SE 66th Street will require modifications to the existing bridge over the North Fork of Issaquah Creek. Modifications may require structural analysis of the bridge to address additional dead loads and appurtenances. Unless the bridge is widened, a Deviation from Standard will be necessary to construct the frontage improvements without a landscape/hardscape strip.

As stated in the SEPA decision, the applicant described in its SEPA checklist that the intersection of SE 66th Street and 230th Ave SE would be designed as a curve as requested by the City, rather than a corner intersection. The intersection of SE 66th Street and 230th Ave SE may be designed as an intersection but must meet the City of Issaquah and MUTCD requirements for intersection design, including the traffic engineering study.

Condition 28: *Intersection of SE 66th Street and 230th Ave SE shall be designed to meet City of Issaquah and MUTCD standards supported by and traffic engineering study. This condition will be met with the Site Work Permit.*

Either intersection type is allowed, as long as all site access points comply with City Standards for sight distance. For access points or driveways from the site to public roadways which are unable to meet the City's sight distance standards, the access shall be limited to a right-in/right-out rather than full access. Additional sight distance information will be required during construction permit review.

Condition 29: *For the driveway located on SE 66th St, provide sight distance analysis triangles, outlining necessary line-of-sight-clearing as required by the City's Street Standards for a non-residential driveway intersecting a 25-mph public roadway. This condition will be met with the Site Work Permit.*

The City of Issaquah's Bike and Pedestrian Plan shows bike lanes along Lake Sammamish Parkway SE. This frontage is required to meet the Boulevard Street Standard from the Central Issaquah Development and Design Standards 6.4.G. The Boulevard standard requires a 6-foot bike lane to be added to the roadway. A goal of the Central Issaquah Plan is to encourage multi modal transportation, including to and from this proposed project. However, due to the high volume of traffic using this roadway, placing bikes in the roadway may be unsafe. Alternatively, the City will require a bike lane to be located behind the curb and separated by a 3-foot landscaped buffer and a 5-foot sidewalk. The sidewalk will need to meet the standards for accessibility. It is anticipated that the ADA ramp at 229th Ave NE will require be replaced.

Condition 30: *A bike lane shall be provided and may be located behind the curb and separated by a 3-foot landscaped buffer together with a five-foot sidewalk meeting the standards for accessibility. This condition will be met with the Site Work Permit.*

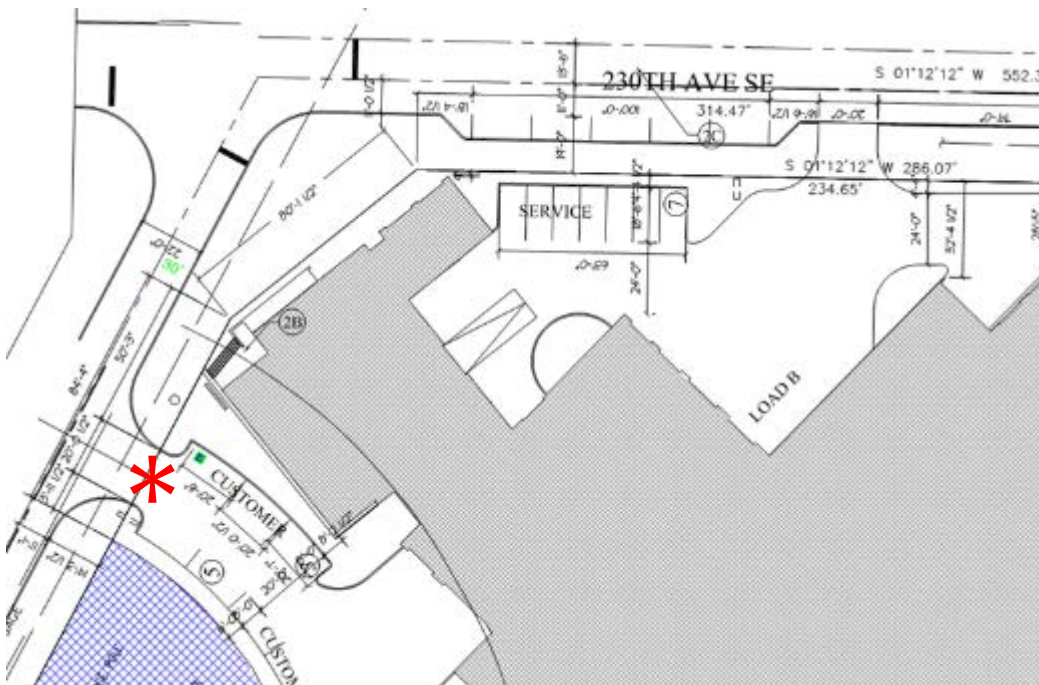


Figure 24. The driveway located on SE 66th Street

WASTE ENCLOSURE

Handout 109 provides requirements for solid waste collection spaces, enclosures, and access. Section III sets forth applicable design standards. The estimated quantity of waste generated is calculated as follows, according to Handout 109, however, final waste generation rates will need to be approved by the City's waste management purveyor:

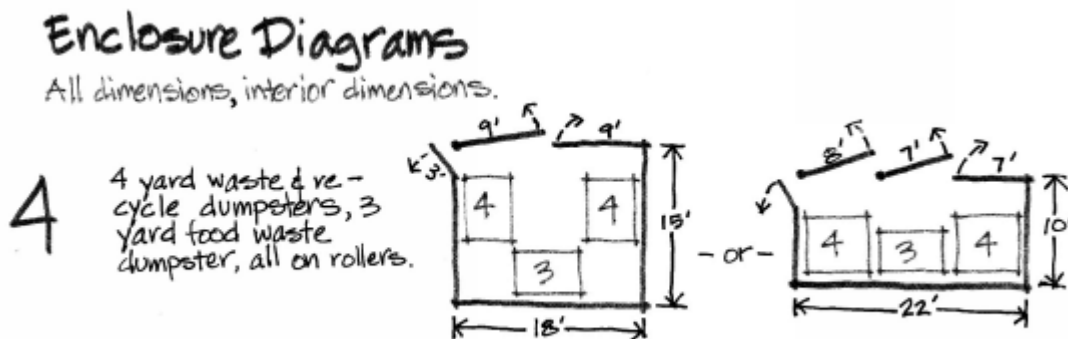
Waste Generation Estimate (Per Handout 109)

Office: 1 cu. yd. per 10,000 sf per day / 17,194 sf¹ = **1.72 cu. yd. per day.**

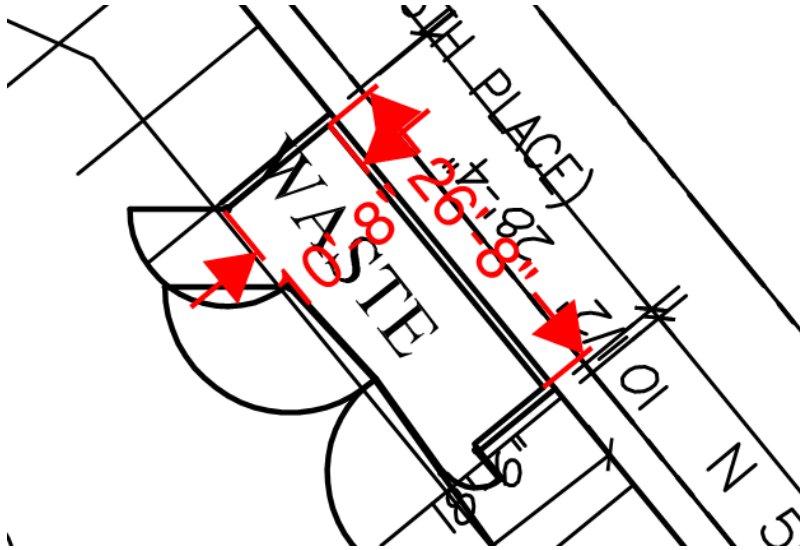
Estimated weekly waste generation (7 days): **12.04 cu. yd.**

1. This figure includes the dealership areas, administration, and service areas only.

The estimated quantity of waste generated would generally require an enclosure similar in size to the example provided in Handout 109, which would accommodate 11 cubic yards with weekly pickup:



The proposal includes an enclosure measuring approximately 10 feet 8 inches by 25 feet 8 inches, which is sufficiently compliant with Handout 109 at this stage of review.



Condition 31: *The applicant shall work with staff and Recology to specify an appropriate waste generation rate for the Evergreen Lincoln Ford site. Additional information is required to determine compliance with the design standards, siting details, and sizes indicated in Handout 109.*

X. Proposed Motion

Based upon the applications, submitted plans and technical reports, listed Attachments, and rationale contained in the Staff Report, the Administration recommends that the Development Commission move to:

Approve the Site Development Permit for the project known as Evergreen Fold Lincoln Dealership, File No. SDP19-00001, subject to the terms and conditions of the Staff Report dated May 1, 2019, Attachments 1 through 8, and the following conditions:

- 1 *No site work shall begin until final approval and recording of lot consolidation LLA19-00001.*
- 2 *The applicant shall comply with these mitigation measures set forth by the SEPA Proposed Mitigated Determination of Nonsignificance:*

SEPA Condition 1: *The applicant shall not disturb existing buffer enhancements planted by WSDOT along the North Fork of Issaquah Creek. All required mitigation planting pursuant to IMC shall be conducted landward of WSDOT plantings.*

SEPA Condition 2: *The Compensatory Flood Storage easement for 6,840 cubic feet on Parcel 2724069086, for the benefit of 8843500809 must be removed before any site work may begin.*

SEPA Condition 3: *The purpose and intent of the following condition is to discourage the uncontrolled intrusion of humans into the stream mitigation area, provide a passive recreation opportunity and to ensure long-term protection. The following information and improvements shall be provided:*

- a. *A minimum of two (2) interpretive signs shall be installed and maintained as part of the stream buffer establishment. These signs shall indicate the stream buffer boundaries, the role the North Fork of Issaquah Creek plays in the ecosystem and restrictions related to the use of the stream mitigation area.*
- b. *The stream and buffer shall be encumbered by a public open space, conservation easement granted to the City of Issaquah, or other open space protection mechanism. The easement shall state that any uses within the easement shall be as approved by the Development Services Director. The uses shall be consistent with the stream buffer purposes and the general benefit to the public. Evidence that the easement or open space protection mechanism has been recorded will be required prior to the issuance of a certificate of occupancy.*

SEPA Condition 4: *Any stormwater discharges and structures, such as dispersion trenches, within or draining to critical areas need to be shown on stormwater plans. Any associated impacts to critical areas need to be quantified and mitigated. The applicant's biologist shall consult with the project civil engineer to determine if outfalls would*

impact the stream or buffers and otherwise verify existing hydrologic conditions will be maintained and provide this information with stormwater permit documents.

SEPA Condition 5: *The applicant shall revise its Mitigation Plan, as follows:*

- a. Increase tree planting to cover the entire buffer enhancement area.*
- b. State that soil will be restored where structures are being removed, including decompaction and topsoil import.*
- c. Revise performance standards to include restoration of soil where structures are being removed, including decompaction and topsoil import.*
- d. Revise performance standards per native woody cover to achieve 60% tree cover by year three and 85% by year five.*
- e. Revise performance standards for large woody debris (LWD), as follows: to restore habitat complexity to the mitigation area salvage as many removed trees as possible to use as LWD in the buffer area.*

SEPA Condition 6: *Should any items of archaeological or cultural significance be found during construction, the applicant will cease further site work and notify the Washington Department of Archaeology and Historic Preservation, the Muckleshoot and Snoqualmie tribes, and the City.*

SEPA Condition 7: *Prior to issuance of a site work permit for E. Lake Sammamish Parkway frontage improvements, the applicant shall submit and gain approval of an Administrative Adjustment of Standards to modify the CIDDS 6.4.G Boulevard Street Standards to meet the following configuration: a 3 foot landscape buffer (no street trees), 5 foot bike path, and 6 foot pedestrian sidewalk applied to the frontage of East Lake Sammamish Parkway from the intersection with SE 66th Avenue to the westbound Interstate 90 off-ramp.*

- 3 The project shall include signage onsite near the site access at streets bordering the site, including at 66th Street SE and East Lake Sammamish Parkway, directing users to the nearest connection with the Issaquah Preston Trail.*
- 4 Prior to site work permit approval, the applicant shall submit detailed plans showing how the private pedestrian priority street will comply with CIDDS 6.4.D.*
- 5 To implement this shared facility, bicycle and pedestrian facilities will have distinct surface materials with signage and/or striping to identify each user's zone: Asphalt for bicyclists, Concrete for pedestrians. Street trees will not be planted.*
- 6 The northernmost driveway on 230th Avenue Southeast does not meet the City's street standard for access point spacing. Prior to site plan approval, site circulation shall be reconfigured to meet city access point spacing standards.*

-
- 7 *Prior to construction permit submittal, one (1) additional Type A loading area measuring 25 ft. x 10 ft. shall be depicted onsite.*
 - 8 *With building permit submittal, the applicant shall indicate how the project complies with CIDDS 8.4 Commute Trip Reduction and Transportation Management Action Plan or provide information demonstrating why this requirement is not applicable to the project.*
 - 9 *When identifying significant trees, calculate the diameters of multi-stemmed trees according to the City's diameter-breast-height (dbh) method, per CIDDS 2.2:*

For trees with multiple leaders at four and one-half (4.5) feet height, the d.b.h. shall be the combined cumulative total of branches greater than six (6) inches diameter at four and one-half (4.5) feet above the average grade.

Obtain a new number for total inches of significant trees in the developable area and update this figure throughout the Tree Plan. Compliance will be reviewed with site work and landscape permits.

- 10 *In accordance with CIDDS 10.13 and 10.14, the applicant shall recalculate the number of significant trees and significant diameter inches required to achieve the minimum tree density and retention. If all of the required trees cannot be accommodated on-site, offsite planting or payment to the Tree Fund shall be required per CIDDS 10.14. This will be evaluated with the site work and landscape permits.*
- 11 *In accordance with CIDDS 10.5.B.2, the applicant shall provide details for landscaping and architectural elements to show compliance with rooftop landscaping requirements.*
- 12 *Confirm that planting in the Existing Onsite Mitigation area complies with City requirements. If the planting schedule is found to be noncompliant, then additional or revised planting shall be required.*
- 13 *The East Lake Sammamish Parking way frontage must provide an addition 12 ft. of Alternative Building Frontage elements, i.e., architectural elements, that comply with CIDDS 11.3.J to fulfill the remaining Build-to-Line requirement.*
- 14 *Alternative building frontage must be added to the corner of SE 66th Street and 230th Ave SE in order to comply with the intent of 11.3.H Corner Building Frontage.*
- 15 *Existing utilities that cannot be relocated during the construction phase of the project shall be screened to minimize their presence. New utilities must be located within the building, away from pedestrian areas in service areas so as to eliminate their visual impact.*

-
- 16 *The trash enclosure must have a roof to prevent wildlife from accessing garbage.*
 - 17 *The pavilion primary material is concrete, which is an inappropriate primary material; an alternative wall material must be chosen that is appropriate to the Northwest Revival style and the Natural Context area standards.*
 - 18 *The use of tile at the Lincoln Dealership storefront shall be allowed only in large panels installed with a heavy masonry appearance.*
 - 19 *Provide a stream delineation study with a surveyed and labeled OHWM to verify accurate mapping and buffer depiction on site plans and also provide a stream delineation map showing only existing conditions.*
 - 20 *The applicant shall revise its Critical Areas Study to quantify and mitigate buffer impacts caused by frontage improvements or utility work along SE 66th Street and 229th Avenue SE. This condition must be met before site work approval for work on these rights-of-way.*
 - 21 *Development activities proposed within the Special Flood Hazard Area (SFHA), per FEMA Flood Insurance Rate Maps, require issuance of a city Flood Hazard (FLH) Permit and all on-site structures must be designed to meet requirements in IMC 16.36.*
 - 22 *Development proposals shall not reduce the effective base flood storage volume of the floodplain, and also shall not reduce the hydraulic capability of the floodplain on-site to convey floodwaters through the property during the base flood event. per IMC 16.36.130. When the development results in the displacement of floodwater, the flood hazard permit shall include a certification by a licensed civil engineer registered in the State of WA that compensatory storage is provided, and the hydraulic capability of the floodplain is preserved on-site to convey floodwater through the property without affecting adjacent properties, in accordance with IMC 16.36.130 and 16.36.140. The location of compensatory storage must not adversely impact a critical area buffer.*
 - 23 *Applicant requested we consider this project as "Phase 2" of the development of this site, with "Phase 1" being the stream relocation by WSDOT. A CLOMR must be submitted to FEMA prior to approval and issuance of the Flood Hazard permit.*
 - 24 *No filling, grading, paving, installation of landscape berms and planters, storage of equipment or materials, excavation or drilling operations located within SFHA without an approved FLH permit.*
 - 25 *The Flood Hazard Permit must be submitted and approved prior to land use permit approval. The location of the compensatory storage to mitigate development within the 100 year floodplain must be clearly delineated.*

-
- 26 *The proposed project is located within a Critical Aquifer Recharge Area (CARA) Class 1 Zone and Sammamish Plateau Wellhead Protection Zone (see IMC 18.10.796). Submittal of a Hazardous Material Construction Inventory List is required for construction permits, and infiltration of runoff from pollution generating impervious surface area requires pre-treatment.*
- 27 *All storm water SEPA conditions will be met with the Site Work Permit.*
- 28 *Intersection of SE 66th Street and 230th Ave SE shall be designed to meet City of Issaquah and MUTCD standards supported by and traffic engineering study. This condition will be met with the Site Work Permit.*
- 29 *For the driveway located on SE 66th St, provide sight distance analysis triangles, outlining necessary line-of-sight-clearing as required by the City's Street Standards for a non-residential driveway intersecting a 25-mph public roadway. This condition will be met with the Site Work Permit.*
- 30 *A bike lane shall be provided and may be located behind the curb and separated by a 3-foot landscaped buffer together with a five-foot sidewalk meeting the standards for accessibility. This condition will be met with the Site Work Permit.*
- 31 *The applicant shall work with staff and Recology to specify an appropriate waste generation rate for the Evergreen Lincoln Ford site. Additional information is required to determine compliance with the design standards, siting details, and sizes indicated in Handout 109.*

Land Use Application #656810 - Evergreen Ford Lincoln

Project Contact

Company Name: Strotkamp Architects

Name: David Estes **Email:** dhestes_aia@frontier.com

Address: P.O. Box 501 **Phone #:** 2069798320
Burlington WA 98233

Project Type	Activity Type	Scope of Work
Any Project Type	Project or Site Plan Approval	Site Development Permit

Project Name: Evergreen Ford Lincoln

Description of Work: construction of a new Ford Lincoln automotive sales and Service Facility including Structured Parking. extensive side development is included as part of the project. Street frontage improvements are also required.

Project Details

Project Information

Use (s) - proposed

Construction of a new Ford Lincoln automotive sales and Service Facility including structured parking and extensive site development

Use - existing

vacant

Critical Area Information

Critical aquifer recharge area
Flood hazard
Streams

Clearing and Grading Information

Square feet of new impervious surface	120,000
Square feet of replaced impervious surface	1
Square feet of total impervious surface	120,001

Quantity and Size Specifications

Gross square feet of proposed building	145302
Gross square feet of proposed structured parking	82871
Maximum proposed building height	44
Number of buildings	2
Number of proposed parking spaces	470
Property size in square feet	170852

Additional Parcels:
2724069086

Evergreen Ford Lincoln Issaquah, WA

Site Development Permit Narrative

05 March 2019

Prepared by;
Strotkamp Architects

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Note for 5/1/2019 DC Meeting:
Sections 1 - 5, and 7 are included
here. Other sections have been
excluded based on changes to
design or calculations which make
the analysis no longer current. Up
to date information is available in
the plan set.

Strotkamp Architects

**P.O. BOX 501
Burlington WA 98233**

Katie Cote
Development Services Department
Planner
1775 12th Ave NW
Issaquah WA 98027

05 March 2019

RE: Evergreen Ford Lincoln

Dear Ms Cote;

Attached please find the site Development Permit submittal for the above referenced project. Thank you for your help and insight through the colab meetings, feedback from the Pre-submittal meeting in helping to understand the vision and goals of the Central Issaquah Plan.

Your help in getting to this stage has been critical to the project development.

Again thanks for your help and insight.

Sincerely

David Estes, AIA

Strotkamp Architects

CC:
Dan Rowe, Evergreen Ford Lincoln
Eric Hansen, Hansen Real Estate
Tom Strotkamp, Strotkamp Architects
Tyrell Bradley, SCJ alliance
Mark Graff, SCJ Studio
Muni Vimawala, PSM Engineers

1.0 Development Objectives

Evergreen Ford Lincoln acquired the site with the intent of developing a state of the art automotive dealership to continue its long history as part of the Issaquah community. As part of this effort a separate detail facility was developed and is completing construction about 1 block southeast on 266th street.

The site has been vacant for some time and was subject to partial redevelopment by WDOT in relocating the North Fork of Issaquah Creek as part of the culvert lawsuit settlement. As part of that project a hydraulic project approval No. 2017-4-39+01 was issued on 20 January 2017 permit was issued and is in effect until 19 January 2021. The site was also subject, as were other sites to a construction/planning moratorium. In the past the site was used as a dog kennel facility (Carlson Kennels) but has been vacant for some time.

The site has specific challenges for development and use as an automotive dealership as it is isolated from the rest of Issaquah and bound by the North Fork of Issaquah Creek on the Northwest Facing East Lake Sammamish Parkway a Freeway off-ramp on the South West side. Lakeside Industries operates a major mineral extraction facility and concrete and asphalt plants to the east. There is a currently a cell tower and supporting structure/fence on site in the SE corner which will remain.

The site is currently zoned Intensive Commercial as part of the Central Issaquah Plan (CIP) and subject to the standards, design criteria and vision of that plan. While an isolated site, it is unlikely that future urban development will occur near the site.

The intent of the project is to develop a new Ford and Lincoln automotive dealership for the sales and service of those vehicles. The facility is composed of two franchise dealerships Ford and Lincoln which share service parts and check in operations.

The Project continues a long history and relationship with the city of Issaquah. The project expands the current facility bringing improved service sales and parts activities to the community.

- It means having regular vehicle service and maintenance available in Issaquah, not driving to Bellevue or other locations to get an oil change.
- It means employment for sales and service associates.
- It means retaining tax dollars in the community.
- It means a business supporting community activities
- It means more energy efficiency to the new facility reducing energy usage.
- It means improving the critical buffer on the north Fork of Issaquah Creek.

Those meaning are not found in the standards or development standards of the city. They are found in the economic vitality of business and the community.

2.0 Project Definition

The project consists of three separate elements main elements and one secondary element.

- Structured Parking with vehicle service located on the ground level. This component is defined by concrete frame with vertical elements and tri-part elements of base, field and cornice
- Ford Display Area defined by Brand wall, Entry Element and glass wall
- Lincoln display Area defined by large expanse of glass on a stained concrete pedestal base and Stone/ACM cap
- Secondary element of a display Pavilion forming a street wall with ELSP and defining the edge of the development

The project consists of approximately 145,302 sq. ft. of building area of which 69,749 sq. ft. is subject to part of the FAR calculations and 74,361 sq. ft. are in structured parking excluded from FAR. See Appendix A -FAR calculations for a detailed breakdown of floor areas and a graphic show each type and location.

As part of the development of the project at least half of the required parking is required to be in structured parking. There are a total of 470 total vehicle spaces between the surface spaces and structured parking. Display spaces are included in the FAR for calculation but are not considered to be required parking. 153 of the spaces are located on site with 58 of those spaces being required parking. In addition, 12 interior display space are included in the vehicle count.

Based on the Net floor area of the project the minimum required parking is 123 spaces and the maximum spaces 246 spaces. 191 spaces in the structured parking are assigned as required and overflow storage spaces. 110 Structured parking spaces are considered display spaces. Figure 4.1 Required Parking found is CIP chapter 8 of the Appendix details the development of the required parking.

Note the requirements for the calculation of FAR and required parking differ in the criteria and areas used in the calculation of net square footage. As a result, the square footage does not match but start from the same gross numbers. The Gross square footage requirements per the IBC for area and occupancy calculations (not part of this document) also differ from the FAR and required parking figures.

3.0 Design Standards

The project is bound by multiple sets of design standards all following under the heading of the Central Issaquah Plan including the following;

- Central Issaquah Plan as updated 23 August 2018 (CIP)
- Central Issaquah Architecture and Urban Design Manual (CIA&UDM)
- Central Issaquah Development and Design Standards (CIDDS)

In additional sections of the Issaquah Municipal Code Apply to the project specifically in relation to surface water management and Critical Area buffers.

While all chapters making up the Central Issaquah plan are important, they can best be defined by the Requirements of the A&UDM take precedence over the Development and Design Standards. As such the focus on the most important standards focus on those two sections of the Architecture and Urban Design Manual.

The discussion of this is organized by disciplines of architectural, civil engineering, landscape and Tree Plan to match and reflect the conceptual drawings as part of the submittal.

3.1 Architectural/ Site Development

A&UDM Section 2 Architectural Districts

The project is in the Traditional Issaquah Area of the CIP and is part of the Eastlake neighborhood. Review of the allowable architectural styles eliminated most of the styles because specific limitations in regard to roofing types and area allowable. After review the style that best fit the project and the design requirements of Ford Motor Company. Is the Northwest Revival Style. Items identified under this Chapter are generally based on exterior visual images of the building and not specific site design issues.

The proposed solution meets the intent of this style. A major portion of the conflicts with the style is the requirement for structured parking fitting into the natural context and still meeting the materials and colors related to the style.

There are some items listed under the style as inappropriate that because of Manufacturer standards, or conflicts with the natural context section or programmatic requirements do not fully meet the listed items. They are detailed in Appendix B – Northwest Revival Style Analysis attached to this submittal. Generally, the conflicts (inappropriate) as noted earlier, concern color, materials and stylistic details. Specific Conflicts or items requiring interpretation are as follows;

Section	Issue	Comments
A.1.6.1	Tripartite structure at Lincoln single floor structure	While there is a base body and top the elevations do not meet the accepted definition of tripartite See Franchise requirements for additional information.

A.1.6.2	Ground floor minimum of 20'	Portions of the building do not comply only the Ford Display has a 20' floor to roof dimension. See Franchise requirements for additional information.
A.1.6.2.	Tripartite composition	Ford display area brand wall does not exhibit tripartite composition. See Franchise requirements for additional information.
A.1.6.3.1	Wall materials	Primary cladding, while meeting the color requirements is not met in the materials, but then the materials have conflicts with the Natural Content section.
A.1.6.3.2	Windows list multiple options for compliance,	With multiple appropriate items not all of them can be met on a single project.
A.1.6.3.2	Organization of windows for tripartite bay	Structured parking has openings not windows, there seems to be some question if openings comply with the intent.
A.1.6.3.4	Cornice calls out to of the same materials as the base.	Given the weight of concrete (the base) there are structural considerations to use a lighter weight material.
A.1.6.3.4	Detail Parapet wall the same material as the façade	The required Lincoln Criteria requires a different material at eh top cap (cornice). See Franchise requirements for additional information.
A1.6.4.	Color	The Color pallet meet the requirements of the Natural Context Section of the section but conflicts with the color criteria of warm red brick. See Franchise requirements for additional information.

A&UDM Urban Core

While the project is located in the Traditional Issaquah Portion of the CIP and not the urban core, it is required to meet the same urban core requirements as the center of the city. The Natural

context section (UD 1.1.1) becomes a key criterion in this section. The project complies with materials, colors and site orientation by opening the buildings to the view of the North Fork of Issaquah Creek. The conflicts develop from the programmatic need for vehicle display and customer access (parking) between the building and the creek buffer areas.

The site is isolated and given the constraints on of the North Fork of Issaquah Creek and the freeway off ramp will remain isolated in the future. The Urban core sections addressing block access, size and parking in front of and adjacent to the main entries are considered inappropriate in the proposed site design. Because of the size of the facility fire department access is required around the building. That requires acces sbetween the stream buffer and the building. We developed the design solution to minimize those specific sections listed as inappropriate using an interior street, landscaping and highlighted pedestrian paths on the site.

We believe that given the isolated site location and the limitations placed on the site from the off ramp, buffers and the lack of future urban development in the area, that the project is both beneficial and meets the intent of the Urban Core standards. Specific Conflicts or items requiring interpretation are as follows;

Section	Issue	Comments
UD.1.1.1	Limited Use of external lighting in this area	Exterior lighting levels required for evening customer viewing of display vehicles will meet the Standards of the city per Section 18 of the IMC and as further defined by review with the city lighting consultant. This will be addressed as part of the building permit process.
UD.1.2.1	Harmony	Harmony in the case of this project resolves around the integration with the landscape, respect of the buffer and creek and building style. Compliance with the specific style of Northwest Revival in the dominate form of the structured parking provides a backdrop for the specific franchise requirements of Ford and Lincoln. Each franchise requires different materials and textures, the complement each other and work within a pallet of earth tones.
UD.2.1.1	Block size	This is a signal irregular site with no relationship now or in the future to the existing or future street patterns. Once the buffer area is removed from the overall site it complies with the general block size requirements.
UD.2.2.3.f	Parking lots in front of buildings or street corner.	While the site plan eliminates parking in front of the building, parking and vehicle display still are

		located between the building and the stream buffer.
UD.2.2.3.i	Multiple driveways along a single street frontage	Three access points are use on the site based on access requirements and function. The 66 th street access provides customer access and fire department access on the site. The customer service access specifically directs customers arriving for vehicle servicing. The service access provides required fire department equipment access and access for delivery vehicles and for trash removal.
UD.2.3.1	For building less than 6 stories at least the first two shall be at the street edge.	The street frontage is less than 2 stories with no exception is made for single story buildings. The CIP defines ELSP as a required frontage. The project is required to face that frontage, separated by a stream buffer. Entry to the building has to be off a street, but other sections don't allow streets or parking between the stream buffer and the building.
UD.2.3.2.3.a	... all native materials	The allowed street and parking Trees are rather limited in selection. For parking and display trees need to be non-fruit bearing to limit bird dropping on vehicles.
UD.2.3.2.3.d	Public walk between regulated creeks and the building	Public walkways are provided both at the face of the building on the private street and along the buffer with a trail at the edge of the buffer. The use of the trail as a pedestrian access also provides for greater pedestrian use of the views afforded to the North Fork of Issaquah creek.
UD.2.3.2.3.e	Parking. Storage or loading areas between building and open space.	Site access is required around the building for both fire department and customer arrival and parking. The requirement for street wall along 66 th anchors the building. These requirements are addressed with a private street into the site thus meeting the intent and reducing the pedestrian conflicts between the building and buffer area.
UD2.3.2.3.f	Parking lots abutting nature areas	Display area for vehicles abuts the stream buffer. Verification required that display is not parking

UD2.3.3.2.a	Primary business entries facing the street or plaza.	As noted above streets are in conflict of the area between building and buffers. The building must orient to ELSP. So the proposed site design complies with this section but the street used for compliance conflicts with UD2.3.1 above.
UD2.3.3.2.b and UD.2.3.2.e	Retail uses must have at grade entries fronting sidewalks.	At the Lincoln portion, the entry facing the community space is raised 28" above grade. (A Lincoln requirement). The entry meets all the requirements of ADA for access. Further this is impacted by grading and flood criteria issues. See Franchise requirements for additional information. Note that the pavilion structure, which is not public access is accessed via stair only.
UD.2.3.5.a. and UD.2.3.5.d	Metal Canopies and depth	Along 66 th /230 th this canopy is incorporated. On the NW elevation there is not a canopy. Is the intent for pedestrian canopies along public streets or all streets? See Franchise requirements for additional information.

The project provides a gateway to the city from the Westbound off ramp and defines the edge of development. A detailed analysis of each item in the Urban Core Standard is found in Appendix C CIP A&UDM Analysis as part of this submittal.

CIDDS

We believe that the design intent this project complies with these chapters as a whole and that the overall project will contribute to the economic vitality of the neighborhood and community.

A detailed analysis of the DDS chapters 4 and 6-17 was done as part of the pre-submittal application. Response to staff comments from the pre-submittal application are addressed in a separate document addressing specific compliance and noncompliance issues with the standards. In some cases they are questions of conflicts or interpretations of the standards.

A separate document per the SDP checklist is attached addressing those items which appear to require an Administrative Adjustment of Standards (AAS) or if we can to meet the intent and specific requirements by reworking the design.

Specific chapters within the CIDDS that have been addressed and are in general compliance are as follows;

- FAR ratio determination and development based on the requirements of chapter 4
- Parking requirements per chapters 8 and 15
- Landscape and buffer development per IMC and chapters 10 and 16
- Circulation Per chapters 6 and 12
- Community space Per chapters 7 and 13
- Site Design per chapter 11
- Building Design per chapter 14
- Signage chapter 9

Compliance with these chapters is illustrated on the attached drawing set as part of this submittal.

3.2 Civil Plans

Existing Conditions Maps:

Two topographic surveys have been provided as part of the pre-application submittal. The first survey was completed in 2013, the second in 2018. Both surveys were completed by Hansen Surveying & Consulting on the NAVD 88 vertical datum. However, the 2018 survey was converted to NGVD 29 to match the datum of the FEMA FIRM map for the project.

Stream Buffers:

In 2017, DOT completed the N Fork Issaquah Creek Fish Passage project to the west of the proposed project. As part of the project, a 75 foot stream buffer was assigned to N Fork Issaquah Creek. This 75 foot buffer was reduced by 25% from the standard 100 foot buffer. The proposed project hardscape will not encroach into the existing 75 foot storm buffer. The buffer will have 18 foot wide rain gardens constructed (25% of the 75 foot buffer) as allowed per Issaquah municipal code. Section 18.10.775 E-3 of the City of Issaquah Municipal code, “The stormwater facilities shall not encroach into stream buffers by more than twenty-five (25) percent of the standard stream buffer width.” The standard buffer width for the N Fork Issaquah Creek is 100 feet, which was reduced to 75 feet with enhanced plantings. The proposed rain garden bottom width is 18 feet. Section 18.10.775 E-3-F goes on to say that “Stormwater facilities such as bio retention, rain gardens, or constructed wetlands planted with appropriate native vegetation and trees are allowed without buffer averaging requirements.” The current design meets the intent of the code. The rain garden plantings and soils meet or exceed the enhanced buffer planting requirements. See Stream Mitigation Area narrative for plantings within the buffer.

Grading and Drainage Improvements:

Based on the FEMA FIRM map, the base flood elevation is 72 feet above mean sea level. The finish floor elevation of the building has been placed at 73 feet in elevation. This site is required to achieve a net zero fill at the completion of the project, making it a balanced site. Due to placement of fill material on adjacent properties, there is also 6,800 CF of additional storage required as part of this project to mitigate for offsite impacts within the floodplain. The current

grading layout incorporates the requirement for a net zero site and has an additional 23,000 CF of storage volume. Approximately 16,200 CF of additional storage is provided by the proposed rain gardens within the stream buffer. See Stormwater Design Narrative for additional stormwater narrative.

Flood Plain and Flood Hazard Requirements

Approximately 65% of the project site is located within the flood plain per current FEMA FIRM maps. Therefore a flood hazard permit will be required to perform the work as shown on the current site plan. It has been determined that the 2013 survey completed on the project site matches the current FEMA FIRM map. This map will be used as the base comparison for flood storage and modeling to assure the flood plain capacity is maintained or increased as part of the completed project.

Roadway Frontage Improvements:

The project is proposing to use the City of Issaquah standard detail number T-11 for the roadway cross section on SE 66th Street and 230th Ave SE. Based on the Roadway Classification & Inventory Figure T-1, effective 03/29/2017, this section of road has been identified as Collector Arterial. This section of road has not been identified as a bike route based on the Proposed Nonnotarized Improvements 2015-2035 Figure T-4, effective 06/30/2015. Therefore, bike lanes are not being proposed. Parallel parking has been included on SE 66th Street and 230th Ave SE. The existing radius on the SE 66th Street and 230th Ave SE corner is not in compliance with AASHTO design standards. The project proposes to increase the roadway centerline radius to 198 feet to meet the 25mph radius required per AASHTO standards. This will require a realignment of the roadway towards the project site.

The project site requires a private road be constructed along the store front. This road will meet the 6.4.D Pedestrian Priority Street standard section from the Central Issaquah Development and Design Standards.

See Stormwater Design Narrative for the frontage improvements stormwater narrative. Based on the City of Issaquah department of public works Street Standards (Transportation) curb return radii shall be a minimum 35 feet. The proposed layout includes a 50 foot radius at the SE 66th Street and 229th Ave SE.

Water System:

The proposed site includes the placement of a new fire hydrant on the south side of the building. The new hydrant will be served by a 12 inch looped water main that will be extended onto the site from SE 66th Street and tie back in on 230th Ave SE. A fire department connection, post indicator valve, double check valve, and fire hydrant will be placed on the north side of the building to serve as fire protection. The irrigation service will re-use the existing water meter at the corner of SE 66th Street and 230th Ave SE. A new domestic meter will be placed off of 230th Ave SE.

Sewer System:

The proposed building will be split into two zones that will have separate connections out to 230th Ave SE. Trench drains will be installed in the service bays and drain to the sewer system through oil/water separators prior to release to the public sewer system.

3.3 Landscape Plans

Central Issaquah Architecture and Urban Design Manual:

Per Objective 3.0 Urban Design, Natural Context Areas, UD.1.1.1 the development reinforces the unique setting and takes advantage of the natural area amenity by having main entrances, doors and windows oriented toward the creek.

Community Space:

Community Space is not required for this project. Originally a community space was planned at the intersection of 66th Street and 230 Ave SE, however the requirements of upgrading the radius of this intersection removed the area that was part of the community space. As such the remaining area at this intersection does not support a community space.

Parking Lot Landscaping:

Our parking lot meets the minimum requirements of CIDDS 10.5 with at least 1 tree per 6 parking stalls, and with landscape comprising of at least 10% of the parking lot area. Further, shrub and groundcover in planting beds is designed to achieve 100% coverage in three years, landscape islands are at least 5'-0" in width. Evergreen hedges are provided where R.O.W abutting locations are not within vision triangles of driveways and/or obstructing the required Street Wall and/or product display per 10.6.B. Parking lot calculations are based on parking stalls for customers and employees, and not for areas that are strictly for storage and display of vehicle inventory.

Stream Mitigation Area:

Per IMC 18.10.795.B.1.e.(4), our stream bank and buffer areas will be replanted with native vegetation which replicates the optimal in species, sizes and densities; and (5) The natural value will be restored through dense native planting. Portions of the buffer area have already been restored by the recent WSDOT project. For the WSDOT project, all areas west of the creek are currently planted densely with native plants per the WSDOT approved plans and no changes are proposed for that area. On the east side of the creek (the development side), portions of the buffer will be used for stormwater facilities as is allowed by 18.10.775 (section E-3-f). The proposed stormwater strategy is a series of raingardens. As such, trees will not grow in the bottom of raingardens due to the inundation of stormwater, therefore a mix of native shrubs, perennials, grasses, wetland emergent plants and groundcover is proposed. Throughout the rest of the stream buffer trees, shrubs and groundcover will be installed per the guidelines in

18.10.795.B.1.e.(4) as noted above and per the King County Critical Area Mitigation guidelines meeting the goals and objectives for Buffer Creation.

Other Landscaping:

Throughout the remaining landscape area, and as per section 10.0 of the CIDDS, landscape will provide softening of edges and building massing, entry planting at driveway entrances that meets vision triangle criteria, a Zen garden with large local boulders surrounded by a carpet of native moss as a “Zen Garden” feature, and opportunities for more native and pollinator-friendly plants. Meeting the general intent of the CIDDS, stormwater LID features are being used the maximum extent possible in the landscape, and per section 10.4, street trees are provided at 30’-0” on-center where not in conflict with driveways, and Best Available Science will be utilized in the species selection and installation details. Plants will meet or exceed the minimum size and spacing requirements. Irrigation will be water-wise and appropriate soil and mulches will be used to amend soils.

Tree Preservation:

It is possible to retain one of the existing trees on site, its critical root zone will be protected. Per CIDDS 10.10, the minimum tree density will be achieved through on-site tree planting. If that is not possible, the tree density will be achieved by either off site planting, or payment to the City Tree Fund. Per CIDDS 10.13.B, modification to the tree requirements is allowed because the site design meets Criteria 1, 2, 3, 4, and 6. Trees will be replaced per CIDDS 10.14, see Arborist Report.

CIDDS Chapter 16:

The landscape plan meets the overall goal of creating a pedestrian friendly environment and provides opportunities to transition from built areas to the natural edge of the creek. More specifically, the landscape plan meets section

16.2.A by surrounding the development with nature – the proposed facility is bordered on two sides by the North Fork of Issaquah Creek and a small tributary, where buffers will be restored.

16.2.B, Context is considered by orientating buildings towards natural areas.

16.2.C the development is softened by landscape starting with the Community Space, continuing with buffer enhancement, and ending with our parking lot landscape. Trash enclosures will be screened.

16.2.D Trees are strategically located along the street, in parking lot islands, at driveway entrances, and in the community space.

16.2.E The Green Edge of Issaquah is preserved adjacent to our site, the landscape is preserved at the I-90 off ramp (which is off-property).

16.2.F accent plantings will be used at driveway entrances, and in the Community Space.

16.2.G Wildlife habitat will be greatly enhanced by this project along Issaquah Creek, the entire buffer will be restored with native plants.

16.2.H Landscape materials will be repeat throughout the project both with plants and paving.

16.2.I Greenwalls are not proposed and not required.

16.2.K The community space is considered a Setback Treatment and as such contains many amenities as listed above under Community Space.

16.2.L Pedestrian areas are buffered with planting, and further enhanced with seating and artistic elements in the Community Space.

16.2.M Native plants will be used extensively throughout the project, exclusively in the buffer areas and as part of a larger plant community in other landscape areas.

16.2.N Aspect, shading, slope, wind, plant size, shape and water requirements will be utilized in the planting design insuring that the right plant is used in the right place.

16.2.O Site furnishings are used extensively in the community space and as appropriate at building entrances.

16.2.P Street trees shall be planted per section 10.4 as indicated above in Other Landscaping. Community space shall be planted as indicated above in Community Space.

16.2.Q Surface parking is suitable broken up with planted landscape islands meeting the minimum requirements for landscape area in chapter 15.

16.2.R Parking structures are not visible from the street or pedestrians and therefore screening is not provided.

16.2.S LID stormwater facilities are used throughout the project, specifically raingardens with appropriate native plant material.

16.2.T other landscape elements are suitably screened or otherwise appropriately landscaped per section 10.

Central Issaquah Architecture and Urban Design Manual: Per Objective 3.0 Urban Design, Natural Context Areas, UD.1.1.1 the development reinforces the unique setting and takes advantage of the natural area amenity by having main entrances, doors and windows oriented toward the creek.

3.4 Tree Plan

As part of the site analysis and site development process O'Neill Services group has developed a tree report based on a survey of existing trees and prior information. The Tree Plan found in Appendix D develops a Tree retention and Replacement plan

4.0 Vision of sustainable Development

The vision of sustainable development falls across multiple stakeholders on this project including

- The City of Issaquah's CIP and IMC Section 16.40 requirements
- Washington State Non Residential Energy code requirements
- Ford Motor Company's vision
- The Owners visions for current and long term use of the facility
- Project teams commitment to sustainable development.

While there are conflicts and agreement among all parties on the importance of sustainable development both for construction and in the future, they are limited by practicality and budgetary concerns.

As part of the goal of meeting sustainable development several items stand out above the code and CIP requirements.

- The project is designed for long term adaptability by using a 12'-0" floor to floor plate height to allow adaptive reuse as commercial or multifamily develop.
- LED lighting is a major component of the energy costs for any automotive dealership. As such the most efficient fixtures, lighting control systems and operations plans will be used for lighting both interior and exterior.
- The stormwater management plan utilizes raingardens and infiltration to lessen the environment impact of the site
- Buffer locations for the raingardens reduce the impact to the environment and allow for additional wildlife habitat.
- The Structured parking facility is designed to support photovoltaic arrays as such times they become economically feasible for the site.
- Ford Motor Company promotes sustainable development through a variety of programs ranging from low VOC recommended paints to HVAC management system recommendations

While the above goals and objectives in meeting sustainable develop overlap and are complementary there is no single reason to specifically design and document the project to meet LEED standards. While many of the ideas and requirements for LEED certification are admirals they do not in themselves guarantee the energy performance of the facility for either the long or short term. Comparative studies of LEED certified building and the actual energy performance of the project has given mixed results in predicting how well the projects perform.

As LEED criteria has moved toward a contextual approach to certification, it seems to the design team that the actual performance from an energy usage and long-term adaptability of the project are more significant than a certification process.

The city of Issaquah provides consultant services for sustainability, and as the project develops this resource may be used to provide additional insight and opportunities for reducing the projects impact on the environment.

5.0 Stormwater Approach

The stormwater management approach is found in the Stormwater Report including CARA as part of this submittal with description of the systems and drainage plans and narrative. It describes the scope, approach and design of the system. In general the site will be divided into three (3) basins with separate storage, treatment and discharge to rain gardens and underground infiltration.

CIDDS Standard #	Name	Not Appl.	Meets Standard?		Review at Constr.	Staff Analysis	Conditions Req'd		
			Yes	No					
Chap 01 PURPOSE AND APPLICABILITY									
1.1.C	Applicability		X						
1.1.D	Interpretations		X			Interpretations applied to requirements in Table 4.4.A (Build-to-Line) – apply only to certain frontages, 6.2.A Block Length – do not require through block passage, 6.4.D Pedestrian Priority Street – allow stream buffer to serve as landscape strip, CIDDS Figure 7B Proposed New Park – no new park required, and Architecture & Urban Design Manual – view development as four distinct architectural elements.			
1.1.E	Adjustments		X			1 AAS requested: Modify 6.4.G Boulevard to move bike facilities behind curb, omit 12 ft. median along E. Lake Sammamish Parkway, and reduce landscape strip from 6 ft. to 3 ft.			
Chap 02 DEFINITIONS									
2.0		X							
Chap 03 PROCEDURES									
3.2	Levels of Review		X			Project is a Level 3 review.			
Chap 04 ZONING, USES, STANDARDS									
4.2 table	Intent of Zoning Districts		X			Proposal meets intent of the Intensive Commercial (IC) zone.			
4.3.A table	Levels of Review		X			Project is a Level 3 review.			
4.3.B table	Permitted Uses		X			“Sales/dealership - automobile” land use is permitted in the IC zone.			
	Footnote 13		X			Siting of parking complies.			
4.4.A table	FAR		X			Site is larger than 3 acres, so minimum and base standard for FAR is 0.5. Project proposes a FAR of 0.5.			
								FAR CALC.	EXCLUDED FROM FAR
						BLDG AREA		69,674 sf	77,131 sf
						SITE AREA		138,993 sf	31,859 sf (stream buffer)
						FAR		0.50	

	Height		X			Height of 44 ft. proposed. Maximum base height for this zone is 48 ft.	
	Setbacks		X			Proposal meets setback requirements.	
	Build-to-Line		X		X	See comments in 11.3.F and G.	
	Impervious		X			87% Impervious surface proposed. 90% allowed.	
Chap 05 DENSITY BONUS							
		X					
Chap 06 CIRCULATION							
6.2.A	Block Length	X				Through-block passage not required, based on adjacent land uses (Interstate 90 and Lakeside Industries' mining and asphalt batch plant) and desire to protect critical area and buffer (stream bisecting project site).	
6.2.B	Existing & New Circ. Facilities				X	CIDDS street standards do not apply to 229 th Ave SE, 230 th Ave SE, and SE 66 th St (not designated on Figure 6A). These streets must meet Collector Arterial Standard (T-12). See 6.4.D and 6.4.G for improvements to new private access street and E. Lake Sammamish Parkway.	X
6.2.C	Priorities				X	See 6.2.B above. Sidewalk improvements will be made to all frontages; bike lands on E. Lake Sammamish Parkway see 6.4.G.	
6.2.D	Overpass/ Tunnel	X					
6.2.E	Add'l Facilities	X					
6.2.F	Nonmotorized Routes	X				See comments in 6.4 B-C.	
6.2.G	No Cul-de-sacs		X				
6.2.H & I	Dedication				X	Dedication may be required at intersection of SE 66 th St and 230 th Ave SE.	
6.3	AAS		X			1 AAS requested: Modify 6.4.G Boulevard to move bike facilities behind curb, omit 12 ft. median along E. Lake Sammamish Parkway, and reduce landscape strip from 6 ft. to 3 ft.	
6.4	Facilities: Nonmotorized	X					
6.4.D	Pedestrian Priority Street		X		X	New private access street will be built to Pedestrian Priority Street Standard for access to the front door of an internal main entry (Ford Dealership).	X
6.4.E	Collector Street/Arterial	X				Existing streets north and east of project site will follow City's Street Standards, not CIDDS.	
6.4.G	Boulevard			X	X	E Lake Sammamish Parkway will receive bike and ped frontage improvements.	X
Chap 12 CIRCULATION DESIGN							
12.2.A	Multiple Routes		X			Multiple routes provided to the building including from the sidewalk and internal circulation facilities.	

12.2.B	Universal Design		X		X	Site will be designed to accommodate safe, comfortable, and interesting spaces for all people.	
12.2.C	Visual Cues		X		X	Landscaping and special paving identify entries and pedestrian areas; way-finding signage will be required; at E. Lake Sammamish Parkway material change will be required to distinguish bike/ped zones in shared facility.	X
12.2.D	Public vs Private Facilities		X		X	Appropriate at this level of review.	
12.2.E	Multi-Functionality	X					
12.3.A	Motorized Facility Design				X		
12.3.B	Minimum Pavement		X			The site is heavily paved; however the site is within maximum impervious surface limits and the applicant has exceeded minimum landscape requirements for the surface parking lot.	
12.3.C	Ped Safety Measures				X		
12.3.D	Driveways			X	X	2 proposed driveways on 230 th Ave SE to be consolidated.	X
12.3.E	Street Intersections		X		X	New intersection created at junction of private access street and SE 66 th St.	
12.4.A	General		X				
12.4.B	Pedestrian Friendliness		X		X	New intersection (see 12.3.E) to be designed for pedestrian friendliness.	
12.4.C	Sidewalk Width	X					
12.4.D	Pedestrian Routes	X				Onsite pedestrian facilities provide access to buildings from transportation facilities. No through-block passage required. See comments for 6.2.A.	
12.4.E	Pedestrian Crossings	X				Onsite pedestrian facilities provide access to buildings from transportation facilities. No through-block passage required. See comments for 6.2.A.	
12.4.F	Transit Support	X				No transit stop required.	
12.4.G	Tree Wells			X	X	Boulevard standards require tree wells will be modified by AAS to remove street trees along E. Lake Sammamish Parkway improvements (see comments in 6.3). Tree wells for street trees along other frontages reviewed with landscape permit.	
12.4.H	Bike Circulation			X		AAS requested to modify Boulevard standards to place bike lane behind curb for E. Lake Sammamish Parkway improvements (see comments in 6.3).	
12.4.I	Bike Rails	X					
12.5.A - E	Ped Connections	X				See comments for 6.2.A.	
12.5.B	Connections to Surrounding Facilities	X				Onsite pedestrian facilities provide access to buildings from transportation facilities. No through-block passage is required. See comments for 6.2.A.	
12.5.C	Private Street Design					See comments for 6.2 and 6.4.	
12.5.D	Ped Curbs				X		
12.5.E	Walkway Separation		X		X	Sidewalks along Ford storefront comply.	

12.5.F	ROW Dedication				X	See comments for 6.2.H, I	
12.5.G	Maintenance				X	The City hasn't accepted maintenance responsibility in this area; landscape in the rights of way is therefore responsibility of the adjacent owner.	
12.6.A-L	Landscaping of Circulation Elements			X	X	Areas of landscaping along the Ford storefront do not comply. The required planting strip for the Pedestrian Priority street is missing or inadequate in areas. See staff report for interpretation.	

Chap 07 COMMUNITY SPACE

7.2	Green Necklace		X			No Green Necklace facilities required; site design is pedestrian and bike friendly and will offer passive recreation and education via required signage at stream buffer and wayfinding to regional trail system.	
7.3.B.1	Nonresidential Development	X					
7.4.B	Neighborhood Park	X				Per Director's interpretation, no new park required on site. Parks Strategic Plan supersedes CIDDS requirements.	
7.4.C	Significant Public Plaza	X					
7.4.D	Shared Use Routes	X				No Shared Use routes identified adjacent to project site.	

Chap 13 COMMUNITY SPACE DESIGN

13.2.A	Variety	X					
13.2.B	Integration	X					
13.3	Connect with Nature	X					
13.4	Playscape	X					
13.5	Plaza	X					
13.6	Community Garden	X					
13.7	Pet Amenity	X					

Chap 08 PARKING

8.4	CTR/TMAP			X		Applicant must provide Transportation Management Action Plan in compliance with Ch. 10.46 IMC.	X
8.8	Computation of Required Vehicular Spaces		X			Computation relies on NSF of 61,693.	
8.9	Unspecified Uses		X			Use is specified for vehicular parking ("Automotive Sales, Dealership, Rental, and Leasing"), but not for bicycle parking. See 8.11.	
8.10	Table of Vehicular Parking Spaces					Applicant proposes 163 parking spaces. Parking for sale items is separate. Parking maximums apply to surface parking only, not structured parking. See staff report for more info.	

8.11	Bicycle Parking		X		X	5 spaces required for a "use not listed." Of the 10 spaces proposed, the 5 indoor spaces may be in violation of Fire Code; however, if they must be removed, proposal still complies.	
8.12	Motorcycle Parking		X			4 spaces required, 5 proposed. Complies.	
8.13	Tools & Flexibility		X			110 tandem parking spaces (8.13.B.9.c,d) to be used only for service-related uses and only will be valet parked by EFL staff; therefore no tandem max	
8.14	Parking District	X					
8.15	Barrier-Free		X		X	6 barrier-free spaces proposed.	
8.16	Loading Spaces			X	X	2 Type A loading spaces and 1 Type B loading space required. 1 Type A and 1 Type B loading space proposed. See staff report for calculations.	X
8.17	Stacking/Drive-Through		X			Required stacking for service station is accommodated within the building.	
8.18	Design & Construction Standards				X		
8.20	Stall/Aisle Dimension				X		
Chap 15 PARKING DESIGN							
15.2.A	Location		X			Surface parking located across and slightly away from private access street in order to allow direct pedestrian access to building frontages.	
15.2.B	Min. Parking Appearance		X			Due to nature of the use, parking for customers and display of vehicles for sale feature prominently on-site but appearance will be minimized from ROW.	
15.2.C	Driveway Access	X				Parking garage ramp located off a secondary circulation facility.	
15.2.D	Pedestrian Priority				X		
15.2.E	Ped Friendly			X		See comments in 12.3, 12.4. & 12.5, and 15.2.A	
15.2.F	Multi-Functional		X			Extra parking area will be used for vehicle display or storage. Surplus surface parking unlikely.	
15.2.G	Ventilation & Ltg.		X			Upper stories of parking garage open to the air and light.	
15.3	Structured Parking						
15.3.A	Location		X			Structured parking located above street level.	
15.3.B	Wrap with Commercial		X			1 st floor: Commercial uses. Parking is on levels 2, 3, and the roof.	
15.3.C	Building Design		X			Structured parking uses the same design elements as the ground floor auto service uses. Ford and Lincoln storefronts are architecturally distinct.	
15.3.D	Vehicle Driveways		X			Access drive to structured parking is located at the back of the building, away from primary pedestrian areas.	
15.3.E	Pedestrian Entrances	X				No exterior pedestrian entrance to the structured parking.	
15.3.F	Signage and Lighting				X	Proposal indicates "directional signage" will be provided onsite. Further clarification needed.	

15.3.G	Screening		X		X	Parking structure has screening in most areas, with some areas exposed to allow display of merchandise vehicles.	
15.3.H	Rooftop Uses and Screening		X		X	Rooftop includes glass canopies and landscaping planters for screening and softening. Area calculations and specific details for landscaping elements required.	
15.4	Surface Parking						
15.4.A	Connections to Circulation Facilities		X			Marked routes bring pedestrians from the parking area to the main entries.	
15.4.B	Break-Up Large Lots	X					
15.4.C	Pedestrian Connections				X	Pedestrian connections proposed from the street on to the site and from the parking areas to the buildings.	
15.4.D	Buffer Pedestrian Routes		X		X	Parking lot landscaping proposed, including buffering of pedestrian areas.	
15.4.E	Shade Pavement		X		X	Proposal includes deciduous trees in landscaping beds spread throughout parking lot.	
15.4.F	Landscape Screening		X		X	Proposal includes landscape beds, as required for surface parking lots.	
15.4.G	Sustainability		X		X	LED light fixtures will be used to save energy, and a 12' floor to floor height makes building reuse more possible in the future.	
15.5	Bike Parking		X		X	See comment under 8.11.	
Chap 09 SIGNS							
9.0					X		
Chap 10 LANDSCAPE							
10.2	Applicability		X			All provisions apply.	
10.3	General		X		X	Landscape and irrigation plans to be supplied and reviewed at construction	
10.4.A	Circulation		X	X	X	The proposal includes street trees at 30' on center spacing, except for one span along SE 66 th St. where street trees are absent due to bridge crossing. Deviation from T-12 standards required.	X
10.4.B	Community Spaces	X				No Community Space is proposed or required.	
10.4	Parking Areas		X			Proposed surface parking landscaping meets or exceeds the minimum requirements for parking areas.	
10.6	Outdoor Storage, Sales, Display		X			The site contains significant space devoted to outdoor display. Customers buying a car would view available cars in the display areas. The outdoor sales area is pedestrian-oriented, and therefore exempt from screening requirements.	X
10.7	Adjacent to Critical Areas		X		X	The applicant has included several native species in their plant list. Specific plant choices will be reviewed later with the landscape permit.	X

10.8	Fences, Waste Enclosures, Mechanical Equipment				X	The applicant proposes a waste enclosure near SE 66 th Place. No architectural details for this building are provided; the waste enclosure shall be covered to discourage wildlife from entering.	X
10.9	Blank & Retaining Walls		X			See comments in Chap.14 and Chap. 16	
10.10	Tree Density			X	X	The developable site area is 138,993 sf. The standard of 4 significant trees per 5,000 sf of site area requires 111 total significant trees. A total of 54 trees are proposed, but not all are significant. Additional tree density or payment into tree fund is required.	X
10.11-14	Tree Removal, Retention, and Replacement				X	Tree removal is proposed at this site for all trees. Replacement and/or payment into tree fund required. To be reviewed with the landscape plan.	X
10.15	Tree Maintenance				X		
10.16	Maintenance, Bond				X		
10.17	Requirements, Specs				X		
Chap 16 LANDSCAPE DESIGN							
16.0	Landscape		X	X	X	Compiles at this level of review, with conditions. See staff report.	X
Chap 11 SITE DESIGN							
11.2.A-L	General				X	Construction permit review particularly important for details incl. wayfinding, site furniture, and special paving.	
11.2.G	Views & Vistas		X				
11.3.A	Pedestrian Connections					See 6.2.A for discussion.	
11.3.B	Connections to Surrounding Circ. Facilities					See 6.F for discussion.	
11.3.C	Emphasize Landscaping		X		X	Presence of stream and buffer provide significant green space on the site. Further emphasized by add'l frontage, setback, and parking lot landscaping.	
11.3.D	Community Space, Site Design	X				No Community Space required or proposed.	
11.3.D.8	Prohibited	X					
11.3.E	Parking, Drive-Through	X					
11.3.F	Streetwall		X	X		Frontages required to comply with the streetwall requirements are SE 66 th Street, and portion of the site along the E. Lake Sammamish Drive ROW. See staff report for more info.	
11.3.F - J	Building Frontage		X	X		66 th St. frontage complies; frontage along E. Lake Sammamish Parkway needs additional alternative frontage. Alternative building frontage is required at the corner of 66 th and 230 th . See staff report	X
11.3.K	Above-ground Utilities			X	X	Per CIDDS 10.8,D 11.3.K, and 11.5 utilities will first be located within buildings; if they cannot be located there then in service areas such as	X

						alleys, and also screened.	
11.4.A	Minimize Impacts		X				
11.4.B	Bldg Orientation		X			The northwest elevation with entrances to the Ford storefront, lobby, and service check-in, faces a private street with the stream and buffer beyond it. The Lincoln storefront is oriented to the corner.	
11.5	Service, Loading, Waste		X	X	X	The two provided loading stalls are located away from the primary pedestrian areas at the back or side of the building. A waste enclosure is located on a rear lot line, but specific architectural details are not provided. The enclosure should have a roof to reduce wildlife access and prevent views of trash from above.	

CENTRAL ISSAQUAH PLAN – DEVELOPER OBLIGATIONS (EASTLAKE)

Developer Obligation		Complies?				Staff Analysis	Conditions Req'd
		Not Appl.	Yes	No	Review at Constr.		
Livable 1.1	Provide amenities that invite social opportunities, connect people with on-site or adjacent open space areas for residents and/or employees of the project, and support the Green Necklace	X				No community space/open space/park required.	
1.2	Enhance the variety of housing choices provided in the neighborhood.	X				No residential development.	
1.3	Provide convenient access to Lake Sammamish State Park.	X				Project site approx.. 2 mi. from Lake Sammamish State Park.	
Distinctive 2.1	Provide connections and public spaces to regional trails, where applicable, to better interface development with these recreational/mobility amenities and to support the Green Necklace.	X				Adjacent land uses and the need to protect critical area/buffer constrain site's capacity to connect to trails.	
2.2	Ensure the amount of non-residential square footage or non-residential square footage based on the Institute of	X				Current land use is vacant, so nothing to reduce.	

	Transportation Engineers (ITE) equivalence is not reduced during redevelopment.						
Connected 3.1	Provide weather protection for primary pedestrian walkways, year-round outdoor seating opportunities, and transit stops.		X			Weather protection proposed over the primary dealership entrances. Provision of year-round outdoor seating and transit stops does not apply.	
3.2	Provide wayfinding for local and regional trail users, as supported by the City's wayfinding plan.		X			Direct connection to Issaquah-Preston Trail (to SW of site) not possible through WSDOT right of way. Nearest connection from main site access point at 66 th Street SE is approx. 750 feet away.	X
Sustainable 4.1	Incorporate green building measures, such as approaches listed in the City's Sustainable Building Action Strategy.		X		X	Interpretive signage for creek to encourage outdoor enjoyment; applicant proposes green building measures for energy efficiency and adaptive reuse. See staff report.	
4.2	Provide viewing platforms, educational signage, or other measures to help promote the natural environment.		X			Educational signage will be required. Project also includes protection of the North Fork Issaquah Creek through vegetation enhancement and runoff diversion. Walkway outside the buffer can be used to observe the stream without intruding on the buffer.	

SEPA ENVIRONMENTAL CHECKLIST
UPDATED 2016

WAC 197-11-960 Environmental checklist guidance updated July 2016

A. BACKGROUND

1. Name of proposed project, if applicable:

**A Replacement Facility for Evergreen Ford Lincoln
6721 230 Ave SE
Issaquah, WA**

2. Name of applicant:

Strotkamp Architects for Evergreen Ford Lincoln

3. Address and phone number of applicant and contact person:

**Strotkamp Architects
P.O. Box 501
Burlington WA. 98233
Attn: David Estes, AIA
(206)-979-8320/ (425-316-8979**

4. Date checklist prepared:

01 March 2019

5. Agency requesting checklist:

City of Issaquah, Community Development

6. Proposed timing or schedule (including phasing, if applicable):

**SEPA as part of the SDP process, submitted 04 March 2019
Construction Start Summer 2019**

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

No

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

Past SEPA and City of Issaquah Comprehensive Plan Masterplan, specifically the central Issaquah Plan (CIP)

Geotechnical Report Prepared by Geo-engineers dated 18 January 2019

Evergreen Ford-Lincoln Traffic Impact Analysis Prepared by Gibson Traffic Consultants dated December 2018 and updated Trip Generation memo Dated 22 Feb 2019.

Hydraulic Project Approval Prepared by WSDOT and related environmental Classification summary prepared by WDF&W approved 20 Jan 2017

Tree plan Prepared by O'Neil Service Group 14 December 2018

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

The project has a current application for a lot consolidation (Lot Line Adjustment LLA19-00003)

10. List any government approvals or permits that will be needed for your proposal, if known.

A Site Development Permit is required for this project. This SEPA checklist is a requirement of that Level 3 process.

SEPA, fill and grade, street improvements and building permits as required by the city of Issaquah.

A Flood Hazard Permit will be required to be issued prior to the start of any construction activities

An existing Hydraulic permit is in place for the site which was the result of the relocation of the North Fork of Issaquah Creek undertaken by WSDOT. That permit is valid until 19 Jan 2021.

A NPDES permit will be required to be filed after the SEPA is reviewed and issued.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)



The project is for the development of a new Ford and Lincoln automotive Sales and Service facility. the building is classified as Occupancy types B, S-1 and S-2 (Business, Automotive service and parts, Open Parking structures. The building ground floor footprint is 44,438 sq. ft. with a total project size of 145,032 sq. ft. using the IBC requirements for gross floor area. Wet and Dry Utilities will be re-located, extensive storm water management will be utilized, site clearing and grading , and a half street and roadway curve radius will be installed.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not

required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

6721 230th Ave SE Issaquah WA located in Section 27, Township 24N Range 6E E.W.M.

B. ENVIRONMENTAL ELEMENTS

1. **Earth**

a. General description of the site (circle one): **Flat**, rolling, hilly, steep slopes, mountainous, other

b. What is the steepest slope on the site (approximate percent slope)?

Less than 2.0% generally, except within the creek buffer adjacent to the creek where the grades are in the 5%tp 10% range upon reaching the top of the bank. Stream banks vary from 25% to 50% adjacent to the OHWM.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long term commercial significance and whether the proposal results in removing any of these soils...

See the geotechnical report submitted as part of the application for a detailed analysis of surface and subsurface conditions. The surficial soils in the vicinity of the site are mapped as alluvial deposits, modified land, recessional outwash and advance outwash.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

None known.

e. Describe the purpose, type, total area and approximate quantities and total affected area of any filling, excavation or grading proposed. Indicate source of fill.

The project will require approximately 4,000 cubic yards of cut and 2,000 cubic yards of fill. Cut and fill materials will be obtained and disposed of from and at of fill from local permitted sites.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Erosion may occur as a result of clearing, grading, and construction of proposed improvements. However, temporary erosion and sediment control measures will be implemented in accordance with standard practices to minimize impacts.

- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

In the area of site development approximately 87%

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

A temporary erosion and sediment control plan will be developed per the 2012 DOE Storm water Manual best management practices and it will be followed throughout construction. Upon project completion, a permanent storm water drainage system along with landscaping improvements will be in place to control erosion.

2. Air

- a. What types of emissions to the air would result from the proposal during construction, operation and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

Dust, vehicle emissions during installation of utilities and construction of the project.

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

None, However the site is adjacent to a current mineral extraction facility and concrete batch plan and asphalt plant. These have not in the past presented issues of emissions or odors detectable on the site.

- c. Proposed measures to reduce or control emissions or other impacts to air, if any:

If necessary, watering with water trucks for dust control during the development. Emission levels will be monitored as according to law.

3. Water

- a. Surface:

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

Yes, class 2 stream the North fork of Issaquah Creek which flows into Lake Sammamish

A class 4 drainage ditch which flows into the North Fork of Issaquah Creek south of I-90 is found on WSDOT ROW on the south side of the site.

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

Yes, work within the creek buffer will occur to install stormwater infiltration facilities within the buffer as allowed by Issaquah Municipal Code. The buffer plantings will be enhanced as part of the project. As part of the submittal architectural civil and landscape documents are included.

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

None

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

No.

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

Yes, according to the FEMA FIRM map, approximately 65% of the site is within the 100 year flood plain.

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

No discharge of waste materials into surface waters will occur.

b. Ground Water:

- 1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to Groundwater? Give general description, purpose, and approximate quantities if known.

No.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals . . . ; agricultural; etc.). Describe the general size of the system, the

number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

None Are Proposed

c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Site stormwater runoff will be collected and conveyed to a new on site treatment and infiltration facilities where 100% of the 100 year storm will be infiltrated within the project site.

- 2) Could waste materials enter ground or surface waters? If so, generally describe.

The proposed site improvements provide treatment for stormwater runoff from pollution generating impervious surfaces. During construction Best Management Practices shall be implemented to minimize potential risk of waste material leaving the site.

- 3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so describe.



No.

d. Proposed measures to reduce or control surface, ground, and runoff water and drainage pattern impacts, if any:

The proposed project is designed to provide on-site treatment and flow control for stormwater runoff in accordance with the 2012 DOE Storm Water Management Manual for Western Washington.

4. Plants

a. Check or circle types of vegetation found on the site:

☒ Deciduous tree: alder, maple, aspen, other

☒ Evergreen tree: fir, cedar, pine, other

☒ shrubs

☒ grass

☐ Pasture

☐ Crop or grain

☐ Orchards, vineyards or permanent crops

☒ Wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other

_____X Water plants: water lily, eelgrass, milfoil, other

_____ Other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

The site is presently 95% soil and vegetation, existing grass area to be removed, existing perimeter planting materials to be removed along west and south edge of the site.

c. List threatened or endangered species known to be on or near the site.

None

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:



An enhanced Buffer is to be provided for a required 75' setback along the face of the North Fork of Issaquah Creek. Buffers on the SW side of the creek were planted by WSDOT as part of the creek and culvert relocation project.

e. List all noxious weeds and invasive species known to be on or near the site.

Himalayan Blackberry, Japanese Knotweed, English Ivy

5. Animals

A. List any birds and other animals which have been observed on or near the site or are known to be on or near the site:

Birds: hawk, heron, eagle, **songbirds**, other:

Mammals: deer, bear, elk, beaver, other:

Fish: bass, **salmon**, trout, herring, shellfish, other:

b. List any threatened or endangered species known to be on or near the site.

None known.

c. Is the site part of a migration route? If so, explain.

No.

d. Proposed measures to preserve or enhance wildlife, if any:

As part of the Mitigation measures for the buffer of the North fork of Issaquah Creek extensive planting plans are being developed.

e. List any invasive animal species known to be on or near the site.

Unknown

6. Energy and natural resources

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Electricity from Puget Sound Energy. Natural Gas used for general heating

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No.

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

Project will be designed to meet or exceed the current energy codes. The roof deck of the parking structure is designed to allow the addition of Photovoltaic energy systems as such time that the system is economically feasible.

7. Environmental Health

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? If so, describe.

No.

- 1) Describe any known or possible contamination at the site from present or past uses

None known.

- 2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

None Known

- 3) Describe any toxic or hazardous chemicals that might be stored, used or produced during the projects development or construction, or at any time during the operating life of the project.

None Known

- 4) Describe special emergency services that might be required:

The project may need to be serviced by the Fire, Ambulance, and Police Departments as for the local fire and ambulance services.

- 5) Proposed measures to reduce or control environmental health hazards, if any:

n/a

b. Noise

- 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

There will be construction traffic during the building process and typical commercial business traffic thereafter. Operations noise will be typical retail noise during normal business hours.

- 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Minor construction noise during the hours of 7:00 am and 7:00 pm during the construction phase. Normal business traffic thereafter.

- 3) Proposed measures to reduce or control noise impacts, if any:
n/a

8. Land and shoreline use

- a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties, if so describe.

The site has been vacant for some time. In the past it was used as a dog kennel and these structures still remain on site. Adjacent to the site to the North is Lakeside Industries mineral extraction facility and concrete batch plant and asphalt plants. The construction of this project will have no impact on adjacent properties. However, there will be an increase in surface traffic, see the traffic section of this SEPA for additional information.

- b. Has the project site been used as working farmlands or working forests? If so describe How much agricultural or forest land of long term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use??

No. it was used as a dog kennel in the past but, the site has been vacant for some time, use prior to that time unknown

- 1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling and harvesting? If so How:

No

- c. Describe any structures on the site.

Dog Kennels in dilapidated Conditions

- d. Will any structures be demolished? If so, what?

Yes, the current kennel facilities will be removed

- e. What is the current zoning classification of the site?

Intensive commercial (IC) per the CIP D&DS

- f. What is the current comprehensive plan designation of the site?

Intensive Commercial

- g. If applicable, what is the current shoreline master program designation of the site?

n/a

- h. Has any part of the site been classified as a critical area by the city or the county? If so, specify.

The north fork of Issaquah Creek has been identified as a critical area. The city of Issaquah also identifies a Critical Aquifer Recharge Area (CARA) within the project site.

- i. Approximately how many people would reside or work in the completed project?

The addition of this project is not anticipated to add or delete any personal from the current headcount rather they will be relocated from the existing site in Issaquah approx... 2 miles away.

- j. Approximately how many people would the completed project displace?

None

- k. Proposed measures to avoid or reduce displacement impacts, if any:

n/a

- l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

Application and development of this proposal has been submitted and reviewed based on city development regulations and comprehensive plans. The project site in the IC (Intensive Commercial) district is zone and the facility allowed under this zoning section.

- m. Proposed measures to reduce or control impacts to agricultural and forest lands of long term commercial significance, if any

None

9. Housing

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

None.

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

None.

- c. Proposed measures to reduce or control housing impacts, if any:

n/a

10. Aesthetics

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

The current zoning regulations Per Chapter 4 of the CIP D&DS allow construction to 48'-0" without bonus density. Stair tower and elevator shafts are allowed to project above that elevation.

The highest point of construction at the stair towers is 49'-0", the elevator shaft is at 54'-0". The top of the parapet/guardrail at the rooftop parking is 44'-0" A.F.F.

The facility exterior materials are exposed painted, unpainted concrete, and painted steel at the structured parking portion of the project. The Lincoln and Ford Display exterior faces are ACM material, glazing and concrete. Minor changes to the exterior materials may occur based on the SDP process with the city of Issaquah

- b. What views in the immediate vicinity would be altered or obstructed?

None.

11. Light and glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

Typical vehicle lights for the purpose of construction. After construction, there will be lights for the truck movement and security lighting on the building. Automotive display areas are lit for customer viewing. Times and photo sensors control the amount of light during various times.

- b. Could light or glare from the finished project be a safety hazard or interfere with views?

No, however the issue of illumination levels at the vehicle display areas based on the requirements of the CIP D&DS which is not part of the SEPA review. No light sources is allowed to fall into the buffer area adjacent to the display area. That issue is to be resolved as part of the final project submittal.

- c. What existing off-site sources of light or glare may affect your proposal?

None,

- d. Proposed measures to reduce or control light and glare impacts, if any:

LED lighting with cutoffs, photo sensors and nighttime dimming will be provided on the site to insure that display lighting is cutoff and stray lighting is kept from the buffer areas.

12. Recreation

- a. What designated and informal recreational opportunities are in the immediate vicinity?

All of those found in the Issaquah and King County area specifically as identified in the Current city comprehensive plan. Swimming, boating, fishing, water sports, etc. The Preston Issaquah trail is found at the south side of the site and that provides hiking, walking Bicycling and viewpoints. Lake Samammish State Park is approximately one mile from the site.

- b. Would the proposed project displace any existing recreational uses? If so, describe.

No.

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

n/a

13. Historic and cultural preservation

- a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national state or local preservation registers? If so, specifically describe.

No, according to the Washington Information System for Architectural and Archaeological Records Data (WISAARD) there are no structures or site located on or near the site that are over 45 years old, listed in or eligible for listing in the national, state or local preservation registers.

- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

None, According to WISAARD there are no landmarks, features or other evidence of Indian or historical use or occupancy. However, WISAARD's predictive modeling shows the project site as being of high risk. A conversation with DAHP staff (Stephanie Jolivet) on the non public portion of the WISAARD database was held on 27 Feb 2019. Her review of the non public portion indicated that there we no known features cataloged on the site.

- c. Describe the methods used to assess the potential impacts to cultural and historical resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological studies historic maps GIS data etc.

Data was collected using the Washington Information System for Architectural and Archaeological Records Data website.

The 2017 City of Issaquah Historic Resources survey and Inventory was reviewed to determine if any structures had been identified on the site.

- d. Proposed measures to avoid, minimize, or compensate for loss, change to, and disturbances to resources. Please include plans for the above and permits that may be required.

None planned. This site over the past decades has seen at least two stream relocations (the latest was the WSDOT stream relocation on 2017/2018 of the North Fork of Issaquah Creek. No resources were found during that project. The site has been graded and regraded, filled added and removed, kennels constructed and at one time a house was located on site that was demolished in the last 10 years. As such there are no current plans to identify or expect to find and cultural resources on the site.

14. Transportation

- a. Identify public streets and highways serving the site or affected geographic area, and describe proposed access to the existing street system. Show on site plans, if any.

The site is accessed from 66th/230th Street. This connects to East Lake Sammamish Parkway/Front Street and to the intersection of I-90 which borders the south side of the site

- b. Is the site or affected geographic area currently served by public transit? If so generally describe. If not, what is the approximate distance to the nearest transit stop?

Yes, there is a transit stop on East Lake Sammamish Parkway approx. a quarter mile from the site, that stop does not really serve this site.

- c. How many parking spaces would the completed project or non project proposal have? How many would the project or proposed eliminate?

The project will result in parking on site including structured and rooftop parking for vehicle display, employees and storage of for sale vehicles. Total vehicle spaces for display storage, customers and employees will be approx. 500 spaces total on site.

- d. Will the proposal require any new or improvements to existing roads or streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

The project will construct half street improvements on 229th Ave. SE, 66th Street and 230th Ave SE. New curb/gutter, planting strip and sidewalks will be constructed along the streets listed. Improvements will be only be on the sides adjacent to the project (half street). Improvements to the 66th Street and 230th Ave SE corner will be completed along with this project. The existing corner radius is not in compliance with AASHTO standards. The project will increase the corner radius to meet a 25mph design speed.

- e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

No.

- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial or non-passenger vehicles). What data or transportation models were used to make these estimates.

The completed project would add 1,360 average weekday trips with 91 weekday AM peak hour trips and 119 during the peak PM peak-hour between 4 and 6 PM. The data was

generated by the Institute of Transportation Engineers and a study of another car dealership in the area. It should be noted that the industry standard for trip reductions from by-pass trips for LUC 840 automotive Sales is 25%. This 25% was not applies to the trip generation data.

- g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so generally describe.

No.

- h. Proposed measures to reduce or control transportation impacts, if any:

Payment of Traffic Impact Fees, Frontage improvements along 229th and 230 Ave SE and 66th Street SE.

15. Public services

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

No

- b. Proposed measures to reduce or control direct impacts on public services, if any.

None.

16. Utilities

- a. Circle utilities currently available at the site: **electricity, natural gas, water, refuse service, telephone, sanitary sewer**, septic system, other.
And cable television.

- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

**Puget Sound Energy for Gas and electrical Services.
Sammamish Plateau Water for water and sanitary sewer
Garbage and Recycling is provided by Recology Cleanscapes
Data and Communication provided by Comcast and others.**

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.



Signature:

Name of signed

DAVID ESTES

AGENT / STROUT KAMP ARCHITECTS

Position and Agency/Organization

Date Submitted: 05 MARCH 2019

CITY OF ISSAQUAH
****PROPOSED****
MITIGATED DETERMINATION OF NONSIGNIFICANCE (MDNS)
SEP19-00004

Description of Proposal: The proposal is the development of a new Ford and Lincoln Automotive Sales and Service facility. The building is classified as Occupancy Types B, S-2 and S-2 (Business, Automotive Service and Parts, Open Parking structures.) The building ground floor footprint is 44,438 sq. ft. with a total project size of 145,032 sq. ft. using IBC requirements for gross floor area. Wet and dry utilities will be re-located, extensive storm water management will be utilized, the proposal includes site clearing and grading, and a half street and roadway curve radius will be installed. Additional buffer enhancement will be planted along the relocated N. Fork of Issaquah Creek to a width of 75' from the ordinary high-water mark.

Proponent: Stotkamp Architects
P.O. Box 501
Burlington, WA 98233
425-9449-8320
Attn: David Estes, AIA

Permit Number: SEP19-00004, LLA10-00003, AAS19-00005

Location of Proposal: 6721 230th Ave SE
Parcel #: 2724069084, 2724060086

Lead Agency: City of Issaquah

Proposed Determination: The Responsible Official of the City of Issaquah hereby makes the following Findings of Fact based upon impacts identified in the environmental checklist and the "Final Staff Evaluation for Environmental Checklist No. SEP19-00004," and Conclusions of Law based upon the Issaquah Comprehensive Plan, and other Municipal policies, plans, rules and regulations designated as a basis for the exercise of substantive authority under the Washington State Environmental Policy Act Rules pursuant to RCW 43.21C.060. This information is available to the public on request.

Comments: This Proposed MDNS is issued under 197-11-350(1); the lead agency issued this Proposed MDNS on April 26, 2019. Comments are to be submitted by 5:00 pm on May 9, 2019 and will be incorporated into the Final MDNS decision. The issuance of the Final MDNS is scheduled for May 17, 2019, and the lead agency will not act on this proposal for 14 days from the date of issuance. Written comments can be submitted to the City at the Issaquah Permit Center located at 1775 12th Ave. NW, Issaquah.

FINDINGS OF FACT:

1. The proposed action includes: Development of an auto sales and service facility. Construction activities will include clearing and grading, landscaping, wet and dry utility re-location, storm water management, building construction, and frontage improvements. The project will occur on approximately 3.9 acres. The project will require approximately 4,000 cubic yards of cut and 2,000 cubic yards of fill.
2. The project site lies within a FEMA special flood hazard area, and the site is subject to a No-rise Certification, supported by technical data and signed by a registered professional engineer, though City of Issaquah Flood Hazard Permitting.
3. A Critical Areas Report was submitted by O'Neil Services Group dated April 8, 2019 and reviewed by the City's critical areas peer reviewer. The report identified the North Fork of Issaquah Creek, which crosses the site as a Class 2 fish-bearing stream perennial stream (100-foot buffer, 25% reduction requested). The Critical Areas Report also identifies a second unnamed Type 2 tributary to the North Fork of Issaquah Creek. This stream is located off the project site and is unregulated by the City of Issaquah.

4. Wildlife habitat along the salmon-bearing stream will be improved through buffer enhancement.
5. Unless mitigating measures are implemented, the project could potentially cause disruption to the functions and values of the on-site stream by adding pollutants and creating human intrusions not currently present.
6. Unless mitigating measures are implemented, the construction of paved surfaces will adversely impact the area's water quality.
7. Proper location, design, construction and maintenance of the project's storm drainage facilities is necessary to ensure protection of water and stream quality.
8. The creation of expanses of impervious surfaces will increase the quantity of storm water discharge from the site. The project's storm drainage facilities must be properly designed and constructed to accommodate the increased runoff.
9. Due to the project's location, given the historical significance waterways have played in past cultures, there exists the potential for historic and/or cultural artifacts to be located on the property.
10. A Traffic Impact Analysis was prepared for this project by Gibson Traffic Consultants in December 2018 and updated with a Traffic Impact Analysis in February 2019. The purpose of this study was to evaluate existing traffic conditions, the addition of traffic based on the proposed development and identify impacts resulting from this addition of traffic. Based on this analysis, it is not anticipated that the project will generate an adverse traffic impact on the City's street network. However, improvements adjacent to the site will be required to ensure adequate access to the site is provided.
11. The "Final Staff Evaluation for Environmental Checklist No. SEP19-00004" is hereby incorporated by reference as though set forth in full.
12. During permit review the City received comments from the Public Works Engineering and Development Services Departments, Lakeside Industries, and The Watershed Company, the City's critical areas peer reviewer. In addition, staff presented this proposal to the Rivers and Streams Board at their March 26, 2019 meeting. Topics of these comments incorporated into this proposed determination address the following issues:
 - a. critical areas impacts
 - b. traffic impacts

CONCLUSIONS OF LAW:

Staff have concluded that a MDNS may be issued. This decision is based upon the environmental checklist and its attachments, and the "Final Staff Evaluation for Environmental Checklist." The MDNS is supported by plans and regulations formally adopted by the City for the exercise of substantive authority under SEPA. The following are City-adopted policies which support the MDNS:

Issaquah Comprehensive Plan

LU Policy A1 - Balance urban development and the health and safety of citizens against the value associated with the protection and promotion of the natural environment, Significant Trees and environmentally critical areas.

LU Policy A14 - Integrate natural features such as wetlands, riparian corridors and forested hillside views into the site design as amenities and protect them as environmental resources. Require natural resources management practices into site development and operation by:

- a. incorporating natural drainage practices into park development to provide community amenities and watershed benefits, where appropriate and feasible;
- b. integrating the Green Necklace into the riparian corridors to achieve multiple benefits, including enhanced fish and wildlife habitat, trail connections and environmental education; and
- c. allowing flexibility in building design, orientation, spacing and landscaping.

LU Policy E3 - Purchase Creekside parcels to enhance and restore Issaquah's creeks

LU Policy E4 - Enhance Riparian corridors and wetlands to integrate the views and open space they provide into all developments, where applicable.

LU Policy H2 - Maintain development regulations that promote compatibility between uses, retain desired neighborhood character, ensure adequate light, air and open space, protect and improve environmental quality and manage potential impacts on public facilities and services by addressing features such as pervious surface ratios, density, setbacks, height, location of garages and parking areas, design standards, landscaping, and pedestrian linkages.

LU Policy H11 - Strive to create connected wildlife corridors that link to protected areas adjacent to the City limits. Wildlife corridors include the City's stream buffers, shoreline areas, natural open spaces, Native Growth Protection Areas, wetlands, steep slopes, forested hillsides and other natural areas.

T Policy E1- Design streets to ensure a safe and comfortable pedestrian environment that includes pedestrian and bicycle facilities and gathering spaces.

T Policy G1 - Require that all streets be Complete Streets, built to accommodate all travel modes in compliance with the City's design standards and plans for streets, bicycles and pedestrian facilities.

T Policy H1- Design systems and establish programs that combine walking and cycling with other forms of transportation to facilitate the last mile for transit riders.

T Policy I1 - Use the Nonmotorized Improvements Maps (Figures T-4 and T-5) to guide the design, construction and maintenance of pedestrian and bicycle facilities by public and private parties, including the preparation of design standards and elements that promote a pleasant and safe traveling environment.

T Policy K1 - Provide sidewalks whenever new corridors are constructed and when properties are redeveloped.

T Policy L6 - Require new or redeveloping properties to design and build bicycle/ pedestrian corridors that maximize the use of nonmotorized transportation alternatives.

C Policy A3 - Cultivate alliances between the City, the business community and cultural organizations that promote economic vitality through cultural and heritage resources and tourism programs based on diverse cultural assets of the community.

C Policy A5 - Give special attention to the celebration of native cultures and the community's heritage and diversity.

C Policy B3 - Support efforts to secure space for the preservation of Issaquah's physical heritage. LU Policy E2 - Connect natural areas to stream corridors and open spaces

Urban Community Policies – Central Issaquah Plan

UC Policy A8 - Integrate, landscaping, courtyards, plazas, public art, and critical areas and buffers into developments to enrich the urban landscape and establish a sense of place.

UC Policy B5 - Integrate natural features such as wetlands, riparian corridors and hillside views into the site design as amenities and protect them as environmental resources. Require natural resources management practices into site development and operation by:

- a. incorporating natural drainage practices into park development to provide community amenities and watershed benefits, where appropriate and feasible;
- b. integrating the Green Necklace into the riparian corridors to achieve multiple benefits, including enhanced fish and wildlife habitat, improved stormwater management, trail connections and environmental education;
- c. requiring landscape plans to include drought tolerant native plants to reinforce Issaquah's unique natural setting and reduce water consumption; and allowing flexibility in building design, orientation, spacing and landscaping

Environmental Policies – Central Issaquah Plan

Goal A. - Improve stormwater quality and management over current conditions

E Policy A4. Adopt stormwater code requirements that improve stormwater quality, reduce flooding and do not unreasonably limit the redevelopment of Central Issaquah at urban densities.

Goal B - Enhance wetlands and the riparian corridors of Issaquah Creek...to improve environmental functions and fish and wildlife habitat.

E Policy B1 - Require new development and substantial redevelopment to comply with adopted standards and buffers to protect critical areas

E Policy B3 - Require environmental improvement, including increasing a non-conforming buffer width and/or buffer enhancement, for the incremental expansion of existing development that does not comply with adopted critical area standards and buffers.

E Policy B6 - Enhance Riparian corridors and wetlands to integrate the views and open space they provide into the redevelopment of Central Issaquah.

CONDITIONS:

The lead agency for this proposal has determined that it does not have a probable, significant adverse impact on the environment, and an environmental impact statement (EIS) will not be required under RCW 43.21C.030(2)(c), only if the following conditions are met. This decision was made after the review of a completed environmental checklist and other information on file with the lead agency and consideration of the comments received on the proposed decision. This information is available to the public upon request.

Condition 1: The applicant shall not disturb existing buffer enhancements planted by WSDOT along the North Fork of Issaquah Creek. All required mitigation planting pursuant to IMC shall be conducted landward of WSDOT plantings.

Condition 2: The Compensatory Flood Storage easement for 6,840 cubic feet on Parcel 2724069086, for the benefit of 8843500809 must be removed before any site work may begin.

Condition 3: The purpose and intent of the following condition is to discourage the uncontrolled intrusion of humans into the stream mitigation area, provide a passive recreation opportunity and to ensure long-term protection. The following information and improvements shall be provided:

- a. A minimum of two (2) interpretive signs shall be installed and maintained as part of the stream buffer establishment. These signs shall indicate the stream buffer boundaries, the role the North Fork of Issaquah Creek plays in the ecosystem and restrictions related to the use of the stream mitigation area.
- b. The stream and buffer shall be encumbered by a public open space, conservation easement granted to the City of Issaquah, or other open space protection mechanism. The easement shall state that any uses within the easement shall be as approved by the Development Services Director. The uses shall be consistent with the stream buffer purposes and the general benefit to the public. Evidence that the easement or open space protection mechanism has been recorded will be required prior to the issuance of a certificate of occupancy.

Condition 4: Any stormwater discharges and structures, such as dispersion trenches, within or draining to critical areas need to be shown on stormwater plans. Any associated impacts to critical areas need to be quantified and mitigated. The applicant's biologist shall consult with the project civil engineer to determine if outfalls would impact the stream or buffers and otherwise verify existing hydrologic conditions will be maintained and provide this information with stormwater permit documents.

Condition 5: The applicant shall revise its Mitigation Plan, as follows:

- a. Increase tree planting to cover the entire buffer enhancement area.

- b. State that soil will be restored where structures are being removed, including decompaction and topsoil import.
- c. Revise performance standards to include restoration of soil where structures are being removed, including decompaction and topsoil import.
- d. Revise performance standards per native woody cover to achieve 60% tree cover by year three and 85% by year five.
- e. Revise performance standards for large woody debris (LWD), as follows: to restore habitat complexity to the mitigation area salvage as many removed trees as possible to use as LWD in the buffer area.

Condition 6: Should any items of archaeological or cultural significance be found during construction, the applicant will cease further site work and notify the Washington Department of Archaeology and Historic Preservation, the Muckleshoot and Snoqualmie tribes, and the City.

Condition 7: Prior to issuance of a site work permit for E. Lake Sammamish Parkway frontage improvements, the applicant shall submit and gain approval of an Administrative Adjustment of Standards to modify the CIDDS 6.4.G Boulevard Street Standards to meet the following configuration: a 3 foot landscape buffer (no street trees), 5 foot bike path, and 6 foot pedestrian sidewalk applied to the frontage of East Lake Sammamish Parkway from the intersection with SE 66th Avenue to the westbound Interstate 90 off-ramp.

Notes:

- 1. This threshold proposed determination is based on permit submitted, dated March 5, 2019.
- 2) The Final Staff Evaluation for this proposed SEPA determination dated April 22, 2019, is incorporated by reference.
- 3) The SEPA Checklist, dated March 1, 2019 is incorporated by reference.
- 4) Issuance of this proposed threshold determination does not constitute approval of the project proposal. The proposal will be reviewed for compliance with all applicable City of Issaquah codes, which regulate development activities.

SEPA Responsible Official: Katie Cote, AICP

Position/Title: Planning Consultant, Development Services Department

Address/Phone: P.O. Box 1307, Issaquah, WA 98027-1307, (425)837-3100.

Date: 26 April 2019

Signature:  _____

Attachments:

- 1. Site Plan
- 2. SEPA Checklist for Evergreen Ford Lincoln, Date March 1, 2019
- 3. Final Staff Evaluation for SEP19-00004, Dated April 26, 2019

cc: Washington State Department of Ecology
Muckleshoot Indian Tribe
Snoqualmie Indian Tribe
U.S. Army Corps of Engineers
Washington State Department of Fish and Wildlife
Washington State Department of Archeology and Historic Preservation (DAHP)
Parties of Record



P.O. Box 7016 / Issaquah, WA 98027
ph: 425.313.2600 / lakesideindustries.com

March 19, 2019

Via Email to KatieC@issaquahwa.gov and DSD@issaquahwa.gov

Department Services Department
City of Issaquah, WA
c/o Katie Cote
1775 12th Ave NW, P.O. Box 1307
Issaquah, WA 98027

**Re: Evergreen Ford Lincoln New Facility – Notice of Application
City of Issaquah File No. SDP19-00001**

Dear Ms. Cote:

We appreciate this opportunity to comment on the Evergreen Ford Lincoln Car Dealership (“the Proposed Dealership”) proposed by Evergreen Ford Lincoln (the “Applicant”).

Lakeside Industries, Inc. (“Lakeside”) is a family-owned business and a longtime neighbor in the City of Issaquah. Lakeside operates a sand and gravel mine and associated aggregate processing operation to the east of the Proposed Dealership. Processing facilities at our property include a concrete batch plant and an asphalt batch plant. Overall, our operations coexist well with other businesses and homes in Issaquah.

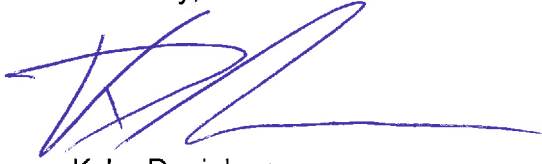
The Proposed Dealership submittal includes a traffic study by Gibson Traffic Consultants, Inc. (“GTC”), which is dated December 20, 2018. According to page 7 of the GTC study, existing traffic volumes were determined based on data collected in November and December 2018 by IDAX, an independent data collector.

Traffic data from November and December are not reflective of typical conditions in the area. In particular, Lakeside’s operations are limited during these winter months. Normal operations at Lakeside’s Issaquah site typically occur when the weather is warm and dry. In the wintertime, Lakeside’s operations are reduced or paused due to colder weather and the holiday season.

The City of Issaquah completed its periodic review of Lakeside’s operations on August 29, 2014. In its periodic review, Lakeside established a truck trip generation baseline of 1,892 total daily trips. GTC’s traffic study does not cite to Lakeside’s traffic study, periodic review, or established truck trips.

Lakeside requests that the City and the Applicant update the traffic study to include Lakeside's established 1,892 total daily trips. This change would improve the adequacy of GTC's traffic study to reflect the existing and future traffic conditions near the Proposed Dealership. We also request that Lakeside be added as a Party of Record for this project.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Kyler Danielson', with a long horizontal flourish extending to the right.

Kyler Danielson
Land Use Project Manager
Lakeside Industries, Inc.
Kyler.Danielson@lakesideindustries.com

Evergreen Ford Lincoln
Dealership
SDP19-00001

CENTRAL ISSAQUAH

Architecture & Urban Design Manual

City of Issaquah, Washington

Adopted by:
Issaquah City Council
December 18, 2017

DESIGN REVIEW CHECKLIST

Project and Applicant Name:

Evergreen Ford Lincoln, Dan Rowe

Address/Location:

6721 230th Ave Southeast, Issaquah, WA

Permit Number:

SDP19-00001

Zoning:

Intensive Commercial

Building Use:

Auto Sales and Service, Display Pavilion

Other:

Submission Date:

March 4, 2019

2.0 ARCHITECTURE

	Applies		Complies		Conditions
	YES	NO	YES	NO	
Traditional Issaquah					
Arts & Crafts Style	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Massing			<input type="checkbox"/>	<input type="checkbox"/>	
Scale			<input type="checkbox"/>	<input type="checkbox"/>	
Materials			<input type="checkbox"/>	<input type="checkbox"/>	
Color			<input type="checkbox"/>	<input type="checkbox"/>	
Craftsman Style	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Massing			<input type="checkbox"/>	<input type="checkbox"/>	
Scale			<input type="checkbox"/>	<input type="checkbox"/>	
Materials			<input type="checkbox"/>	<input type="checkbox"/>	
Color			<input type="checkbox"/>	<input type="checkbox"/>	
Northwest Lodge Style	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Massing			<input type="checkbox"/>	<input type="checkbox"/>	
Scale			<input type="checkbox"/>	<input type="checkbox"/>	
Materials			<input type="checkbox"/>	<input type="checkbox"/>	
Color			<input type="checkbox"/>	<input type="checkbox"/>	
Western False Front Style	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Massing			<input type="checkbox"/>	<input type="checkbox"/>	
Scale			<input type="checkbox"/>	<input type="checkbox"/>	
Materials			<input type="checkbox"/>	<input type="checkbox"/>	
Color			<input type="checkbox"/>	<input type="checkbox"/>	
Urban Grange Style	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Massing			<input type="checkbox"/>	<input type="checkbox"/>	
Scale			<input type="checkbox"/>	<input type="checkbox"/>	
Materials			<input type="checkbox"/>	<input type="checkbox"/>	
Color			<input type="checkbox"/>	<input type="checkbox"/>	
Traditional Issaquah or Urban Core					
Northwest Revival Style	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
Massing			<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Scale			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Materials			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	X
Color			<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Urban Core					
NW Contemporary Style	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Massing			<input type="checkbox"/>	<input type="checkbox"/>	
Scale			<input type="checkbox"/>	<input type="checkbox"/>	
Materials			<input type="checkbox"/>	<input type="checkbox"/>	
Color			<input type="checkbox"/>	<input type="checkbox"/>	

3.0 URBAN DESIGN

	Applies		Complies		Conditions
	YES	NO	YES	NO	
Context					
Natural Context					
Natural Areas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	X
Hillsides and Sloped Sites	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Site Walls	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Compatibility					
Harmony	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Contrast	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Site					
Block Size					
Maximum Dimensions	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Block Access					
Through-Block Passages					
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Alleys	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Parking Structures/Lots	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	X
Building Edges					
Enclosure	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Setbacks					
Retail, Hotel Commercial, Office/Services & Natural Areas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Entries					
Commercial/Office	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Ground Floor Transparency					
Multi Family/ Commercial Office/Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Weather Protection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Usable Open Space					
Courtyards & Forecourts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Rooftop Use	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Urban Parks	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Urban Plazas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

STAFF COMMENTS

The automobile sales and dealership use does not fit easily into the architectural styles available in Traditional Issaquah district, though no other architectural style other than NW Revival would have been more appropriate. Specific design elements required by automobile companies for their franchises aim to use consistent architecture to express brand identity. Specific materials, colors, proportions, and façade elements may be required in order for the franchise to receive corporate approval. The City is challenged to balance its objectives for achieving its architectural goals with a desire to attract, retain, and accommodate businesses in the Central Issaquah Plan area.

STAFF PROPOSED CONDITIONS

Though staff has worked extensively with the applicant to refine their design to best fit the requirements and spirit of the Northwest Revival Style and the Natural Context Zone, due to Ford and Lincoln franchise requirements, the following areas remain in conflict with the Architecture and Urban Design Manual, with no appropriate conditions having been determined:

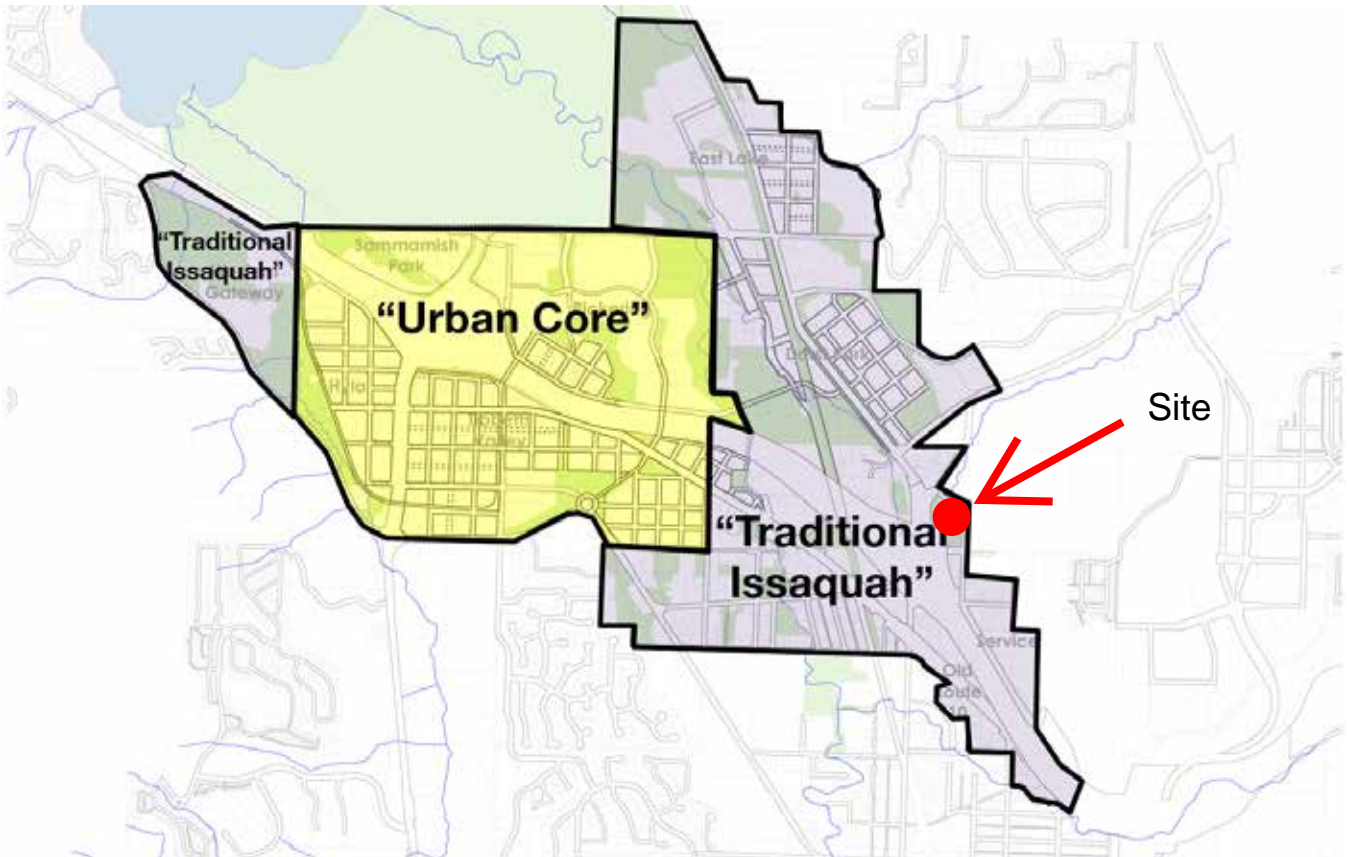
- NW Revival Style, Scale
- NW Revival Style, Materials - Walls
- NW Revival Style, Materials - Windows
- Natural Context, Building Edges, Entries

Conditions have been determined for the following areas:

- NW Revival Style, Materials - Walls
- Natural Context, Natural Areas
- Block Access, Parking Structures/Lots

Detailed information is available on subsequent sheets, providing background on the Design Review summary.

ARCHITECTURAL DISTRICTS & STYLES



Architectural Districts

Architectural Districts

The architectural districts are defined areas within Central Issaquah that describe the architectural character of the area. Within an architectural district, a number of Styles may be applied to new development. This Design Manual describes the Styles that are Appropriate for Issaquah based on vernacular tradition and historical precedent.

Some of the Traditional Issaquah areas are composed of residential neighborhoods, and others are predominately nonresidential. Both shall reflect more traditional architectural Styles common in the Northwest in the late 1800s and early 1900s when the city was founded.

The Urban Core is located centrally, and corresponds to the City's Regional Growth Center and the Rowley Development Agreement area, though the Design Manual doesn't apply to the Rowley Urban Village. The Style of this area is more urban and contemporary than Traditional Issaquah, but it maintains distinguishing characteristics inspired by Northwest urban buildings of the 1900s.



Example: Original Northwest urban building, built 1923

Selected Style for Traditional Issaquah:

Traditional Issaquah or Urban Core

This architectural Style may be used in either district; however, it must comply with all requirements of the district in which it is located.

Northwest Revival Style

Innovations in building technology at the turn of the 20th century brought forth the development of taller buildings. This novel approach and architectural Style was first called the Chicago School referring to the architects pursuing its development. The Style has also become known as Commercial Style as its popularity spread across the nation. The Northwest possesses many elegant examples of the Commercial Style in downtown Seattle and other regional centers. The building form is modular in character and commonly a simple expression of its structural frame. Though embodying some adaptations of neo-classical elements, these buildings typically concentrate ornamental detail at the building base and roofline. Buildings of this Style should be used for areas identified by the Central Issaquah Plan allowing greater height, above five (5) stories. Common characteristics include:



Example: Northwest Revival Style
Coleman Building Seattle, 1888
[Image: Wikipedia]

A.1.6.1 NORTHWEST REVIVAL STYLE

Massing

Objective ☒ COMPLIES ☐ NOT COMPLY ☐ COMPLIES W/ CONDITIONS

Use rectangular box or bar forms with flat roofs. Emphasize strong building silhouettes through articulated rooflines.

Description

Buildings have flat roofs and a simple footprint at the base, varying between bar shape, C-shape, and L-shape forms.

Flat roofs shall display a cornice or similar element designed with depth and detail expressing the top of the building wall. Cornices must be well detailed, and of significant proportions (height and depth) that create visual interest and shadow lines. Upper floors may incorporate a penthouse or upper floor step backs; resulting rooflines at step back level shall also include a cornice or other roofline/edge articulation.

For more information on rooflines, see A.1.6.3.4.



Appropriate: Articulated rooflines
LEFT: Cornice hierarchy with deep cornice at top
RIGHT: Stepped parapet
[Image LEFT: Chris Cooper; RIGHT: Crandall Arambula]



Appropriate: Cornice roofline with penthouse floor above
[Image: Bone Levine Architects, edited by Crandall Arambula]



Inappropriate: Unarticulated roofline, complex footprint, frequent roof level changes
[Image: Morley von Sternberg]

STAFF COMMENTS

Each of the three building elements and the pavilion present appropriate rectangular box forms with flat roofs. The overall building is L-shaped when viewed from above, but it appears as bar forms from the ground level.

Glass enclosed stairwell projections at the roof are appropriate as “penthouse” elements in the Northwest Revival Style.

The primary building and pavilion have a cornice, and the Lincoln Dealership's cornice shows appropriate hierarchy.

STAFF PROPOSED CONDITIONS

A.1.6.2 | NORTHWEST REVIVAL STYLE

Scale

Objective ☒ COMPLIES ☒ NOT COMPLY ☐ COMPLIES W/ CONDITIONS **Ford only**

Use tripartite composition and facade articulation to emphasize verticality.

Description

The clear and strong definition of the base middle and top of the building in a tripartite composition is a key trait of this Style, often allowing buildings of different scales to harmonize in the urban environment. At the top, establish a strong cornice or roofline with additional articulation of upper floor(s). The base shall be grounded and distinguished with large openings and other defining elements. For further definition of the base, the ground floor shall be twelve (12) feet for residential buildings or twenty (20) feet for mixed use or commercial buildings.

As a Style that emerged from the need to accommodate taller urban buildings, vertical emphasis is another key characteristic. This Style is well suited for buildings five stories or higher, but any allowed height is acceptable from one story to the maximum height allowed in the underlying zone. Verticality can be achieved by ensuring buildings are taller than long (greater in height than length) and/or by applying vertical articulation elements across the facade to illustrate the parts of the building and emphasize its height. More information on vertical facade elements in A.1.6.3.1 and A.1.6.3.2 (Walls, Windows).



Appropriate: Seven story tripartite building
[Image: Crandall Arambula]



Appropriate: Six story building with twenty foot ground floor
[Image: Crandall Arambula]



Inappropriate: Weak tripartite expression, insufficient base and top/roofline definition
[Image: Crandall Arambula]

N/A	COMPLIES	COMPLIES W/ CONDITIONS	NOT COMPLY	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	a. Buildings up to seven (7) stories in height or maximum allowed
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	b. Ground floor minimum twelve (12) foot floor-to-floor height for residential buildings
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	c. Ground floor minimum twenty (20) foot floor-to-floor height for mixed use or commercial buildings Lincoln only
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	d. Tripartite composition Ford only
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	e. If taller than five (5) floors, option to step back floors above fifth (5th) floor (step back minimum five (5) feet, maximum twenty (20) feet)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	f. Vertical facade articulation to emphasize structural bays. Vertical elements (e.g., plane change or indentation/projection) shall be a minimum depth of six (6) inches
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	g. Long buildings with horizontal emphasis

Inappropriate

STAFF COMMENTS

Tripartite Structure
Through the use of colors and materials, the parking structure and service facility building has been divided into a base, body, and cornice. The base will be comprised of painted concrete, natural concrete will be the base of the building, and a painted cornice will be at the top.

The Lincoln Dealership and the Pavilion structure also have a clearly defined base, body, and cornice.

The Ford Dealership presents a more contemporary architectural style, with a “brand wall” consisting of a glass curtain wall extending to the ground, surrounded on both sides and the top by a limestone cladding. An “entry element” further provides brand definition. The entry elements spans from the ground to the top of the storefront and is required to be a metallic aluminum cladding. This design has a defined body and top, but does not have a base, as is required with tripartite structure.

Continue Next Page

STAFF PROPOSED CONDITIONS

Two design areas remain inappropriate to the Northwest Revival Style regarding scale: the Ford Dealership’s lack of tripartite composition and the groundfloor height of the “jewel box” at the Lincoln Dealership being less than 20 feet.

Staff and the applicant have sought to find appropriate design alternatives that would meet the franchise requirements of Ford and Lincoln, but no successful alternative has been found. The applicant remains unwilling to alter the preapproved designs provided by the franchises.

Appropriate conditions to bring these elements into compliance have not been determined.

STAFF COMMENTS, CONT.

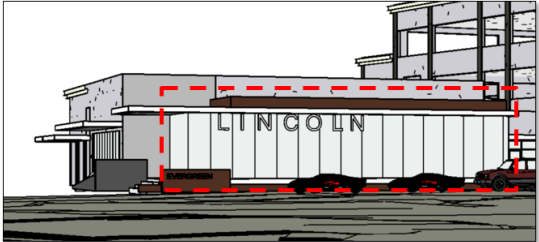
Ford Dealership brand wall shown at top right.

Ground Floor Height

The ground floor shall be “20 feet for mixed use or commercial buildings.” Two of the three architectural elements can be described as “commercial buildings:” the Lincoln Dealership and the Ford Dealership. The two other site elements, the parking garage and service facility and the pavilion, are not considered commercial buildings.

Ford Dealership complies with the 20 ft. ground floor height requirement.

The Lincoln Dealership expresses an architectural style dictated by franchise brand requirements. The design seeks a luxurious architectural look inspired by midcentury modern design. The midcentury aesthetic is expressed through a low-ceilinged “jewel box” display area at the primary street frontage. This display feature is intended to stand out from the primary mass and does this through additional architectural detailing, such as bezels detailing, a large entry canopy/overhang, and extensive glazing. The main body of the dealership massing complies with the 20 ft. ground floor height requirement; however the “jewel box” has a lower height of 18 ft., shown at bottom right. This is inappropriate given the substantial volume of the projection.



A.1.6.3.1 NORTHWEST REVIVAL STYLE

Materials | Walls Parking & service facility only

Objective COMPLIES NOT COMPLY COMPLIES W/ CONDITIONS
Use heavy masonry materials to portray durability and permanence.

Description
Buildings shall be exclusively clad with masonry materials. In addition to cornices (see A.1.6.1 and A.1.6.3.4), create depth and shadow along the facade through subtle projections/ indentations and detailing (minimum six inch depth), illustrating material texture and thickness. Vertical column structure may be expressed on the exterior using this method as well. Utilize material changes to express tripartite composition. A secondary material may also be used to highlight facade elements such as doors, windows, cornices, building corners, structure, etc.

Penthouse materials: If the building includes a penthouse level, the materials for that level may be a different material palette than the main building and not included in the maximum three types. Penthouses shall be a maximum of two materials. Penthouses are not required to use masonry.



Appropriate: Brick with concrete base, concrete facade details, glass penthouse
[Image: Google Earth]



Appropriate: Vertical facade articulation and shadow, limestone (travertine)
[Image: Stefan Müller]



Inappropriate: Cementitious panels (bright orange), brick portion is Appropriate
[Image: Crandall Arambula]

Appropriate

N/A	COMPLIES	COMPLIES W/ CONDITIONS	NOT COMPLY
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a. Maximum three cladding types—one primary material, two secondary materials

b. Primary cladding material (50% or more): brick, white terracotta, smooth finish limestone (including marble and travertine)

c. Secondary cladding materials (less than 30%): concrete, basalt, granite, rough finish stone, and primary materials listed above

d. Stringcourse(s)—horizontal band of material projecting beyond or flush with face of building—to define tripartite parts or individual floor level. Stringcourse may be a secondary masonry material or same as the primary

Inappropriate

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

e. Concrete block (CMU) visible on exterior

f. Cementitious panels

g. Wood cladding or details (on main building)

h. Metal panels (on main building)

i. Tile

STAFF COMMENTS

Ford Dealership	Parking & Service Facility	Lincoln Dealership	Pavilion
<ul style="list-style-type: none">Limestone panel at ends and top of brand wall (gray)Aluminum panel at entry element (metallic)	<ul style="list-style-type: none">Natural poured concrete (gray)Painted concrete (dark gray)Cornice material unknown	<ul style="list-style-type: none">Porcelain tile panels (beige)Aluminum panel bezels (brown and white)Concrete base (brown)	<ul style="list-style-type: none">Natural poured concrete (gray)Painted concrete (dark gray)

Ford Dealership
Gray limestone panels, which are appropriate to the Northwest Revival style, have been proposed in lieu of the original aluminum composite material (which was not allowed, as it does not express a masonry character).

The gray limestone panels will extend from the ground up to 32 ft., nearly 75% of the total façade height. The space above the brand wall and at the service customer entry to the left will be natural or painted concrete, an approved secondary material. This element of the design is fully compliant with wall materials standards.

STAFF PROPOSED CONDITIONS

The following design elements are inappropriate in regards to wall materials for the NW Revival Style: the Ford entry feature is clad in metallic panels; the Lincoln bevel materials are metal; the parking and service area primary material is concrete, and the display pavilion's primary material is concrete.

The applicant has declined to change these elements because of franchise requirements; however these requirements of the dealership do not apply to the display pavilion.

The use of tile at the Lincoln Dealership can be appropriate with the following condition:

Condition: The use of tile at the Lincoln Dealership storefront shall be allowed only in large panels installed with a heavy masonry appearance.

At the main entry of the Ford Dealership is a 29 ft. x 17 ft. entry feature clad with aluminum composite panels with a metallic finish. This material is listed as "inappropriate" for the Northwest Revival style. The applicant has been told this material is not allowed, but no alternative material that would be acceptable to the franchise has been proposed.

Lincoln Dealership

The tile panel proposed as cladding at the Lincoln Dealership has a stone-like appearance similar to a terracotta or beige marble and will be installed as large panels. Though "tile" is listed as an inappropriate material, the proposed application has a masonry character, and as long as the tile appears in this way, it is appropriate. Below the tile will be a stained concrete base. As presented, these materials are appropriate choices for the Northwest Revival style.

In addition to these heavy masonry materials, a series of bevels and a parapet are composed of aluminum composite panels with a brown or white finish. Metal panels are not an appropriate secondary wall material, but they will be installed as details and will not have a metallic color appearance. The bevel materials, on the other hand, are not masonry in character and remain an inappropriate material choice for the style.

Parking and Service Facility

The Parking and Service Facility will be constructed from poured concrete, accented with gray paint to provide distinction among the base, middle, and cornice. The concrete used on the parking and service facility will be visible primarily from the Interstate 90 offramp and from 230th Ave SE and Lakeside Industries beyond.

At 66th Street SE and at the private access street, the concrete base will be mostly hidden behind the Ford and Lincoln storefronts. The upper level concrete structure will be visible above the storefronts, and at the customer entry for the service center.

From the perspective of the views from SE 66th Street and the private access street, the concrete wall material is a secondary material and is appropriate. From 230th Avenue SE and the I-90 off-ramp, however, the structure will appear as concrete, which is an inappropriate primary cladding material.

Pavilion

The Pavilion is visible from East Lake Sammamish Parkway. The use of concrete on this structure is broken up by large windows and painting to provide definition and the appearance of durability and permanence.

Concrete is a durable material, though it is not an appropriate primary cladding material for this architectural style. However, "cement" is an allowed secondary cladding material. From a wall material perspective, concrete and cement would have a similar expression, therefore concrete would be an appropriate secondary material for the Northwest Revival style.

A.1.6.3.2 NORTHWEST REVIVAL STYLE

Materials | Windows

Parking & service facility only	COMPLIES	NOT COMPLY	COMPLIES W/ CONDITIONS
Objective	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Employ a grid of deeply punched opening windows to enrich depth and shadow on the facade as well as establish visual rhythm.

Description

Masonry buildings provide a unique sense of weight and thickness. Punched openings recessed into the facade highlight the material thickness and create shadow. For this Style, recess windows a minimum depth of six (6) inches. Within the punched opening, a variety of window types may take place. Ensure windows are vertically oriented (greater in height than width). The window grid also offers the opportunity for additional facade articulation to emphasize the vertical lines and soften the horizontals.



Appropriate: Deep punched openings and transparency at ground floor [Image: Crandall Arambula]



Appropriate: Window array establishes visual rhythm with variety of types and additional vertical facade articulation [Image: J. Mark Griffith Photography]

Appropriate

- a. Vertically oriented windows (awning, double hung, sliding, casement, fixed, combination window)
- b. Optional variation in size or geometry; organize by floor, tripartite, or building bay to establish rhythm
- c. Largest punched openings at ground floor with storefront system for retail/commercial uses
- d. Large operable storefronts on the ground floor to connect public interior spaces to the exterior Public Realm (via sliding glass panels or overhead garage-style glass doors)

Inappropriate

- e. Ribbon windows
- f. Random or arbitrary window placement creating a chaotic rhythm
- g. Blue/green or dark tinted, reflective, or opaque glass at the ground floor



Inappropriate: Flush ribbon windows, no recess or shadow [Image: Google Earth]

STAFF COMMENTS

Proposed window types include raw openings (upper stories of parking structure), curtain walls of windows, and other windows for which no details are provided, which is typical at the Land Use phase.

The raw opening windows of the parking structure are appropriate to this style, as they present the look of deeply punched windows to enrich shadow and depth. Likewise, the windows at the Pavilion have appropriate grids, and mix large windows with overhead doors. More information is needed to determine whether these windows are operable.

STAFF PROPOSED CONDITIONS

The glass curtain walls of the Ford and Lincoln Dealerships are inappropriate in the Northwest Revival style, because they create a feeling of lightness, rather than a sense of weight and thickness. These curtain walls are required elements of the Ford and Lincoln franchise designs and the applicant has declined to provide an alternative.

An appropriate condition to bring this element into compliance has not been determined.

A.1.6.3.3 | NORTHWEST REVIVAL STYLE

Materials | Doors

Objective COMPLIES NOT COMPLY COMPLIES W/ CONDITIONS

☒ ☐ ☐

Select doors that create interest and clearly convey the use of the ground floor.

Description

Ground floors with uses available to the public or residents tenants and/or lobbies shall provide transparency and glass to establish a connection between interior and exterior spaces and draw people into the building. For private ground floor uses, especially residential, doors and entryways shall be smaller and more solid, but not unfriendly.



Appropriate: Recessed building entrance
[Image: Crandall Arambula]

N/A	COMPLIES	COMPLIES W/ CONDITIONS	NOT COMPLY
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Appropriate

- a. If using basic glass storefront system door for public spaces and lobbies, embellish entry with other features such as awning and lighting
- b. Large operable storefronts in public areas (via sliding glass panels or overhead doors)
- c. For ground floor residential units: wood or metal door with partial lite
- d. For residential doors with courtyard entry, full lite door may be used
- e. Recess main building entry and individual residential unit entries four (4) feet
- f. Recess secondary entries and storefronts minimum twelve (12) inches

Inappropriate

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- g. Solid unglazed doors (no windows)
- h. Blue/green or dark tinted, reflective, or opaque glass at the ground floor



Appropriate: Recessed storefront entry
[Image: Crandall Arambula]



Appropriate: Recessed building entry
[Image: Crandall Arambula]

STAFF COMMENTS

The proposal uses appropriate transparent doors and overhead doors. Primary doors to the Lincoln and Ford Dealerships and to the service customer entry are recessed appropriately with weather protection.

STAFF PROPOSED CONDITIONS

A.1.6.3.4 | NORTHWEST REVIVAL STYLE

Materials | Roof

Objective ☒ COMPLIES ☐ NOT COMPLY ☐ COMPLIES W/ CONDITIONS

Roof silhouette must be a dominant characteristic of the building.

Description

Buildings shall display a cornice or detailed parapet wall expressing the top of the building wall.

	N/A	COMPLIES	COMPLIES W/ CONDITIONS	NOT COMPLY
Appropriate				
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	a. Cornice made primarily of brick, stone, and/or precast concrete
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	b. Metal or glass canopy
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	c. Detailed parapet wall of same material as facade
Inappropriate				
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	d. Parapet railing



Appropriate: Traditional style cornice with penthouse above
[Image: Bone Levine Architects]



Appropriate: Contemporary precast concrete cornice
[Image: Crandall Arambula]



Appropriate: Contemporary metal canopy roofline at penthouse level
[Image: Stefan Muller]

STAFF COMMENTS

The main roof area will be a concrete parking level with a parapet wall, glass canopies, and glass penthouse projections at the stairwells. The cornice appears to be made of concrete; however, additional details are needed to confirm this.

STAFF PROPOSED CONDITIONS

A.1.6.4

NORTHWEST REVIVAL STYLE

Color

COMPLIES

NOT COMPLY

COMPLIES W/ CONDITIONS

Objective

☒

☐

☐

Use the natural earthtones of the masonry materials to create contrast and depth.

Description

The unique character of the building shall come from the facade nuances that create shadow and depth in the material. The material color must not be a dominant characteristic. Thus, use materials in their natural color as specified below, and limit palette to a maximum of three (3) colors.



Appropriate: Creamy white terracotta
[Image: Nicola Crosby Real Estate]



Appropriate: Warm red brick and gray concrete
[Image: Bone Levine Architects]



Inappropriate: Brightly colored terracotta
[Image: Lopochina.com]

STAFF COMMENTS

The color palette includes gray tones of natural and painted concrete at the dominant structure, as well as a metallic gray at the Ford storefront, and creamy whites and brown at the Lincoln storefront. In general, the colors proposed are appropriate for the NW Revival style. Each architectural element proposes no more than three colors, which is appropriate.

STAFF PROPOSED CONDITIONS

A.3

STYLE SUMMARY

Style—The following chart summarizes the various Styles found in the Design Manual. Items in brackets [x] are not explicitly stated in the text but are required by its listing here.

Element	Arts & Crafts	Craftsman	Northwest Lodge	Western False Front	Urban Grange	NW Revival	NW Contemporary
District	Traditional Issaquah	Traditional Issaquah	Traditional Issaquah	Traditional Issaquah	Traditional Issaquah	Urban Core & Traditional Issaquah	Urban Core
Stories (Floors)	Up to 5 floors based on use: Up to 3: comm'l Up to 5: res'l or mixed comm'l Top floor as loft	Max 4 floors though varies 3 story Massing	Min 3 up to 6 floors 6th floor or top floor as loft	Typically 1–2 floors, up to 4 floors in certain circumstances	Typically 2 floors up to 4 2–3 story Massing Top floor as loft	Typically 6 floors: min of 4, max as allowed Top floor step backs	Typically 4+ floors: min of 1, max as allowed Upper floor step backs
Building Length	200 ft max	100 ft max	100 ft+	30–40 ft; longer requires facade articulation	200+ ft; not less than 60 ft long	Height exceeds length	Max 250 ft
Relationship to Other Bldgs	Could be multiple smaller buildings	[Could be multiple smaller buildings]	[Set apart]	Stand alone or part of urban block	Set apart	Urban block	[Urban block]
Footprint	Simple block-like or bar shape	Rectilinear or bar shape	Long massive bar, simple bar or bent bar	[Rectangular block]	Basic rectangular	Rectangular or bar, C or L shape	[Rectangular or bar, C or L shape]
Symmetry	Asymmetrical	Asymmetrical	[Asymmetrical]	[Symmetrical]	Symmetrical on 1 or 2 axes	[Either symmetrical or asymmetrical]	[Either symmetrical or asymmetrical]
Orientation	Vertical	Horizontal	Horizontal	[Vertical]	Horizontal	Vertical	Vertical
Articulation	[Subtle façade articulation which relies on roof articulation]	Subtle articulation	Simple, flat facade	Flat except balcony and articulated bays for longer facades	Limited to no articulation	Articulated roofline Step backs for vertical planes Step backs for floors above 5th floor option	Step backs for vertical planes and floors above 5th floor Rhythmic
Balconies	Allowed	[Allowed]	Not Allowed	Allowed	[Not Allowed]	[Allowed]	[Allowed]
Uses/Ground floor	Mixed Uses allowed	Mixed Uses not allowed No grd fir retail	Mixed Uses allowed	Mixed Uses allowed No ground fir res'l	Mixed Uses allowed	Mixed Uses allowed	Mixed Uses allowed
Roof Pitch	Steep	Low	Steep	Not visible	Steep	Flat	Flat and/or pitched
Roof form	Complex, gable or hipped, gable ends & dormers Height variation	Hipped, gabled	Gable or gambrel with shed dormers Triangular Prominent	Flat or gable Simple parapet profile	Gable or gambrel Monitor barn-style Clerestory or dormers	Flat, with articulated roofline through cornice or parapet Penthouse: prioritize roofline of floor below	Flat or simple pitched Pitched is res'l only (gable, hipped, hipped with flat top) Flat has articulated roofline with cornice
Eaves	Shallow to no overhangs	Deep over-hanging eaves	Deep over-hanging eaves	[No eaves]	[No deeply overhanging eaves]	[No eaves, minimal to no overhang]	Minimal to no over-hang or eaves
Details	Prominent stone chimney	Exposed rafter and joists	Prominent stone chimney Exposed rafters and brackets	Decorative cornice Ground floor canopy or awning	Small chimney or cupola Heavy base	Decorative cornice or parapet treatment Horizontal banding	Stepped corner articulation option
Materials – overview and organization	Combinations of rustic masonry and wood (or simulated wood), stucco, finished concrete Heavy base with lighter materials above	Majority wood (or simulated wood) or other natural materials (i.e., masonry) Bi- & tri-partite Heavy base with lighter materials above	Natural materials: Wood (or simulated wood) stone or masonry Bi-partite Heavy base, lighter above	All wood (or simulated wood) No mixed materials	Wood (or simulated wood), corrugated steel Rustic or board formed concrete base	Heavy masonry, durable natural materials: brick, concrete, terra cotta, stone Penthouse: OK if different from main bldg Tripartite	Primarily wood (or simulated wood) or brick Durable metal accents Concrete podium/base Tripartite for 5+ floors
Max # of Materials	3	3	2	1	2	Main Bldg: 3 Penthouse: 2	[3]

Element	Arts & Crafts	Craftsman	Northwest Lodge	Western False Front	Urban Grange	NW Revival	NW Contemporary
Roof Materials	Not dominant Asphalt shingles, wood (or simulated wood) shakes or shingles, slate, concrete, or clay [metal] tile	Not dominant Asphalt shingles	Dominant Wood (or simulated wood) shingles and shakes, asphalt tiles, slate	Concealed	Not dominant Standing seam, asphalt shingle, wood (or simulated wood) shakes or shingles	Dominant roof silhouette Cornice: brick, stone, precast concrete Metal or glass canopy Parapet: same as façade materials	Not dominant Asphalt shingles, wood (or simulated wood) shingles and shakes, standing seam metal, concrete or clay tile
Windows	Decorative with divided lights Vertically oriented, residential character Casement, double hung, fixed; combinations Groups of 3 max	Many windows Punched w/ divided lights Vertical; grouped Double hung, casement, fixed Wood frame	Double hung, casement, awning, fixed with divided lights Punched openings Vertical rhythm Wood frame	Double hung, casement Vertically oriented, except storefront Transom or divided lights Wood frame	Punched openings, square or grouped in ribbons as clerestory Divided lights Awning, casement, double hung Wood or metal frame	Grid of punched openings Vertically oriented Awning, double hung, sliding, casement, fixed, combinations Comm'l ground floor: large openings, transparent and operable (sliding glass panels, garage-style glass)	Punched opening Combination with awning, double hung, sliding, casement, warehouse Comm'l: operable storefront windows Metal frame
Doors	Single or double Comm'l: transparent Res'l: wood with divided glass lights Sidelites, transom Arched entry	Grand Single or double Wood and decorative glass Sidelights or transom	Grand Heavy wood with divided lights Double at main entry, or single with sidelights and transom	Modest, simple Wood with full or partial lights	Farmhouse with glass lights, garage, sliding barn, glass storefront system Wood or metal	Transparent Comm'l: large, sliding glass panels or garage-style Res'l: wood or metal with full or partial light	Transparent Comm'l: large sliding glass panels or overhead doors Res'l: wood or metal with full or partial lights
Window & Door Trim	Simple frames With brick: contrasting stone surround/lintel/sill	Used to accent flush on walls Wide, decorative	Window: minimal in wood areas; wider in masonry Door: wide	Wide	Minimal	[Minimal, emphasize verticality]	[Minimal to none]
Color	Natural warm neutral earthtones: gray, white, warm, tan, brown & olive Materials in natural form	Natural warm earthtones: warm brown, green, cream Materials in natural form	Natural warm earthtones: brown, gray, black Natural or stained materials	Tints and tones of color Soft, dull, or muted Natural earthtones: brown, green, soft yellow, white Natural or stained wood	Neutrals: black, white, gray Natural wood, concrete, anodized metal No bright colors in large amounts	Natural earthtones: warm red or brown, cream, natural grays, creamy whites and grays Materials in natural form	Natural earthtones: white, gray, black Natural brick, natural or stained wood, metal panels, concrete, steel
Max # of Colors	[3]	3	3	3	[3]	3	[3]
Accent Colors	[1 color]	1 contrasting color for trim	1 color	1 accent color for trim; boldest within the allowable palette	1 warm accent color, <10%	Natural earthtones of masonry materials	Metal panels, concrete Mix cool and warm materials for contrast
Roof colors	Medium to dark earthtones: gray, black, brown	Medium to dark earthtones: gray, black, brown	Natural wood, slate Variegated earthtone asphalt tiles	Muted earthtones	Dark earthtones: gray, black, brown; natural metal	Earthtones of cornice or parapet materials	Earthtones: gray, black, neutral Natural/stained wood

Style Standards: Evaluation of Compliance

Though staff has worked extensively with the applicant to refine their design to best fit the requirements and spirit of the Northwest Revival Style, due to Ford and Lincoln franchise requirements, the following areas remain in conflict with the Style standards:

- Scale:** The lack of tripartite composition at the Ford Dealership; the ground floor minimum height requirement at the Lincoln Dealership
- Wall Materials:** The use of metal panel accents at the Lincoln Dealership; the use of metal panels at the Ford Dealership entry; the use of concrete as a primary building material for the parking and service facility and the pavilion
- Window Materials:** The use of curtain wall systems at the Ford and Lincoln storefronts

Otherwise, the proposal complies with the standards summarized here.

UD.1.1.1 | NATURAL CONTEXT

Natural Areas

Objective ☐ COMPLIES ☐ NOT COMPLY ☒ COMPLIES W/ CONDITIONS

For sites in proximity to natural areas, new development must be used to strengthen and reinforce the unique setting of Central Issaquah.

Description

For development sites, partially or totally within the Natural Context Zone (i.e., within 150 feet of a natural area), adjacent site development shall respect, reinforce, and strengthen green assets. Natural area is defined in the Glossary; generally it consists of critical areas, open space, parks, and natural appearing stormwater ponds. An informational, not regulatory map of these appears on the previous page.

Central Issaquah is largely defined by the backdrop of the Issaquah Alps, Lake Sammamish, and abundant forests adjacent to the plan area as well as creeks and wetlands within the plan area. Within the Natural Context Zone, development shall respect and complement the native environment rather than diminishing or competing with these areas. Architecture is intended to “blend in” along these open spaces.



Natural Context—Issaquah Hillsides
[Image: Crandall Arambula]



Natural Context Zone diagram
[Image: Crandall Arambula]

	N/A	COMPLIES	COMPLIES W/ CONDITIONS	NOT COMPLY	
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Appropriate
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	a. Building facade materials composed of natural materials with natural finishes that age well over time.
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	b. Ample building openings—doors and windows oriented toward natural areas and open spaces, to blur the transition between outdoor and indoor spaces along natural areas
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	c. Limited use of and fully shielded external lighting
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Inappropriate
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	d. Building activities and design that close off the building from the natural area, such as utility rooms, storage, and solid walls with lack of windows and doors

See UD.2.3.2.3—Setbacks and Step Backs | Natural Areas for more details

STAFF COMMENTS

For sites in proximity to natural areas, new development must be used to strengthen and reinforce the unique setting of Central Issaquah. The site contains the North Fork of Issaquah Creek and its buffer, which are natural areas. The Natural Context Zone extends 150' from the edge of the buffer. The applicant has incorrectly shown the Natural Context Zone extending 150' from the edge of the stream. When depicted correctly, the Natural Context Zone extends over both the Ford and Lincoln Dealerships and the northwest display area. The opposite side of the building, including the entrance to the parking garage, is outside the Natural Context Zone.

STAFF PROPOSED CONDITIONS

Since the pavilion is located adjacent to the Natural Area, the concrete wall material needs to be changed to an appropriate natural material. Wood is ruled out since it is not listed as an appropriate material for the Northwest Revival style.

Condition: The pavilion primary material is concrete, which is an inappropriate primary material; an alternative wall material must be chosen that is appropriate to the Northwest Revival style and the Natural Context area standards.

UD.2.1.1

BLOCK SIZE

Maximum Dimensions

Objective

Typical blocks shall not exceed dimensions of 240 feet by 400 feet. In some instances where necessary (e.g., coordinating with the existing grid), blocks may be increased to 320 feet by 400 feet.

Description

Block dimensions, and the street grid they form, are among the most critical elements in ensuring a transportation-efficient, walkable, and bikeable community. The connectivity established by smaller block dimensions and a greater number of multimodal linkages provides options to walk or bike to desirable destinations within Central Issaquah. The street grid creates separate development sites, thereby promoting architectural variety and precluding monolithic buildings associated with large development sites. In addition, the street grid provides multiple potential access points for development sites, thereby distributing traffic on numerous local “skinny” streets rather than concentrating traffic on wide arterial streets.

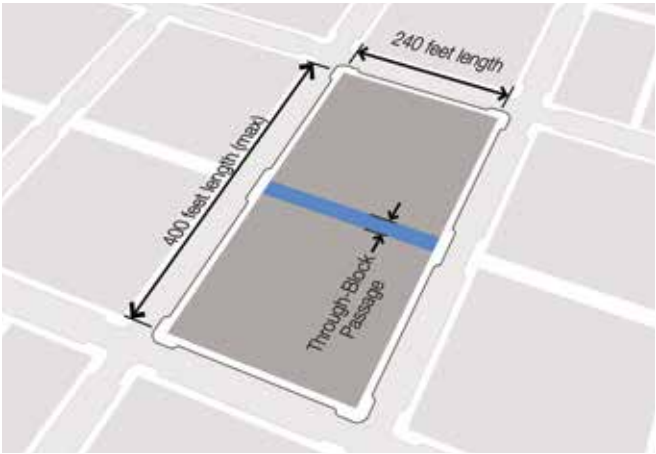
Staff Comment:

Project site is an existing large, irregular block that exceeds maximum dimensions. See Staff Report section 6.2.A discussing block length.

A through-block passage, although otherwise required for a block of this length, is unfeasible for this project due to the constraints of the site. Because the through-block passage would cross a critical area and its buffer, the adjacent land uses do not present safe and viable points of connection for pedestrians, and the properties beyond 230th Avenue SE are outside the Central Issaquah Plan area, an exemption from the through-block passage requirement is appropriate for the Evergreen Ford Lincoln Dealership.



Example: Typical Issaquah Olde Town “Street Grid”
[Image: Google Earth]



Appropriate: Maximum dimensions of typical block
[Image: Crandall Arambula]



Inappropriate: Large, irregular block sizes
[Image: Google Earth]

SITE

UD.2.2.3

BLOCK ACCESS

Parking Structures & Lots

COMPLIES

NOT COMPLY

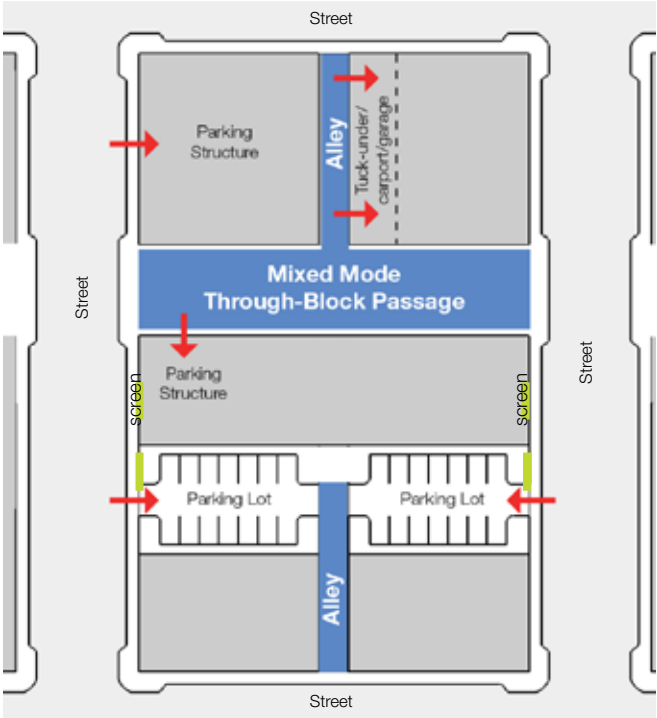
COMPLIES W/ CONDITIONS

Objective ☐ ☐ ☒

Minimize impacts to the pedestrian environment by limiting the location and number of parking access points, as well as surface parking lots adjacent to pedestrian facilities.

Description

Buildings must not be designed to promote an auto orientation. Parking access points must be unobtrusive within the pedestrian realm and minimize disruptions to the sidewalk. This means limiting the number of points and width of entry over sidewalks and on building facades, as well as maintaining consistent sidewalk grade.



Appropriate: Parking location and access
[Image: Crandall Arambula]



Appropriate: Unobtrusive garage entry with lights, minimized width, and decorative gate in colors that complement the building and do not draw excessive attention
[Image: Crandall Arambula]

Appropriate

N/A	COMPLIES	COMPLIES W/ CONDITIONS	NOT COMPLY	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	a. Parking entry points accessed through alleys and mixed mode Through-Block Passages are preferred, as they are the least obtrusive to the pedestrian
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	b. Carports shall be located away from the Public Realm (such as in alleys or parking lots) and screened on three sides through the use of walls or landscaping such as a trellis or “green walls”
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	c. Access to parking structures from the street may incorporate overhead doors or gates. When provided, they shall be integrated with the overall design of the building
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	d. Parking lots along street edge shall be screened by walls, hedges, landscaped berms, or a combination of these elements
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	e. Structured ground floor parking must be screened from pedestrian view (sidewalks, trails, parks, plazas, etc.)

Inappropriate

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	f. Parking lots in front of buildings or at street corners
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	g. Surface parking lots adjacent to Through-Block Passages
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	h. Drive-through windows, loading areas, drop-offs, or other similar auto-oriented parking/loading/service facilities between primary building frontages and streets
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	i. Multiple driveways, curb cuts, or access points along a single frontage; consolidate where possible

N/A	COMPLIES	COMPLIES W/ CONDITIONS	NOT COMPLY	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	j. Ground floor parking structures with parking stalls visible from pedestrian realm
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	k. Garage doors or gates in colors significantly different from the color of the building (e.g., white or black doors in buildings of medium tones)

STAFF COMMENTS

The creation of the Pedestrian Priority access street means that all buildings front on streets and not on parking lots. Surface parking is located across the pedestrian priority street or in the structured parking garage. There are no through-block passages.

As proposed, there are two driveways onto 230th Avenue SE. City Engineers have determined these two driveways should be consolidated in order to meet site distance requirements.

STAFF PROPOSED CONDITIONS

See staff report condition regarding driveways and sight distance (see discussion of Motorized Facility Standards, Chapter 12).

UD.2.3.1

BUILDING EDGES

Enclosure

COMPLIES

NOT COMPLY

COMPLIES W/ CONDITIONS

Objective ☒ ☐ ☐

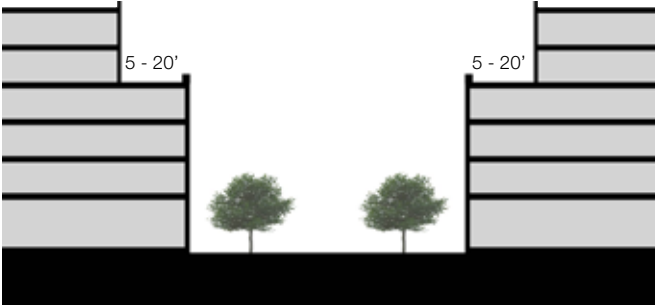
Utilize the mass and form of a building to define an “outdoor room” along the street edge or Through-Block Passage.

Description

Buildings shall be built to street edge or allowable setback to maintain the street wall and create an “outdoor room.” Upper floors shall step back a minimum of five (5) feet and maximum of twenty (20) feet to allow for daylight and air, and to provide a pedestrian scale in the Public Realm.



Appropriate: Building edges create “outdoor room” with street wall



Appropriate: Upper floors step back and maintain street wall
[Image: Grandall Arambula]

Appropriate

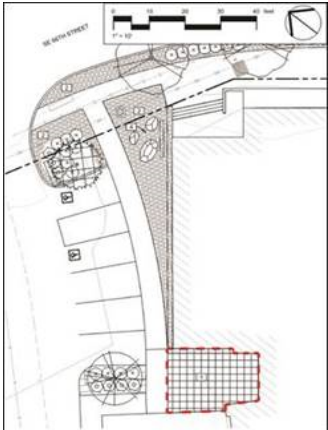
- a. For buildings of six (6) floors and higher, build at least the first four (4) floors to street edge
- b. For buildings with fewer than six (6) floors, build at least the first two floors to street edge
- c. When upper floors step back, incorporate terraces and usable outdoor space
- d. Where courtyards or open spaces occur along the street edge, replace street wall to reinforce “outdoor room” edge with trees, landscaping, walls, or other elements

Inappropriate

- e. Buildings with four (4) or fewer floors that incorporate more than one upper floor step back, degrading the street wall
- f. Inactive open spaces along street edge

STAFF COMMENTS

The EFL design establishes a street wall along the private access street and SE 66th Street by building the Ford and Lincoln Dealerships up to the sidewalk and further defining the street wall by adding landscaping. Where the building steps back at the customer entry to the service area, distinctive paving (outlined in red in the diagram below) and landscaping will direct pedestrians to the entry. Specific details will be reviewed with construction permits.



STAFF PROPOSED CONDITIONS

UD.2.3.2.2 BUILDING EDGES

Setbacks | Ground Floor Retail, Hotel, & Commercial Office/Services

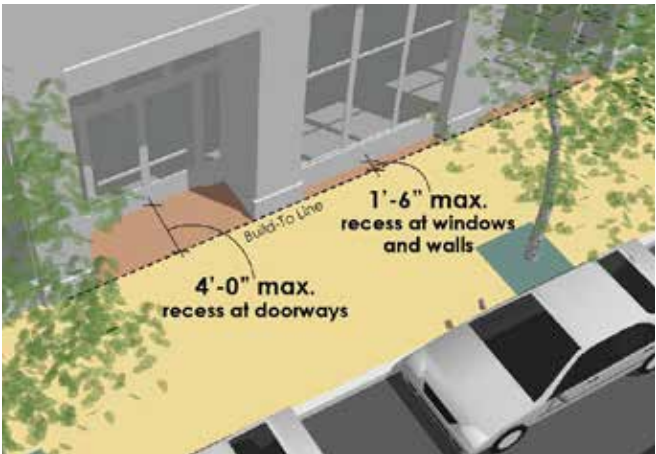
Objective ☒ ☐ ☐
Retail uses (businesses that engage in the sale of merchandise, dining, drinking, and entertainment) shall engage with the sidewalk and street edge, framing pedestrian-oriented streets, whether the building is set to the sidewalk or setback.

Description
Ground floor retail uses foster an active street environment and promote the use of the street over an 18-hour period.

- When ground floor retail uses are adjacent to the sidewalk, public right-of-way, or public space, provide
- zero setback, or
 - maximum ten (10) foot setback



Appropriate: Ground floor commercial retail with zero-setback
[Image: Crandall Arambula]



Appropriate: Exceptions to commercial retail with zero-setback
[Image: Crandall Arambula]



Appropriate: Ground floor commercial retail—maximum ten foot setback
[Image: Crandall Arambula]

STAFF COMMENTS

The project makes extensive use of native plantings throughout the site, and a sidewalk outside the critical area buffer provides access to the vehicle display areas. The vehicle display areas provide a separation between the critical area and buffer and customer parking. Although the vehicle display areas do place automobiles adjacent to the natural area, the displayed merchandise is not considered “parking.” Display vehicles will be new cars, which will be kept clean and in working order. There will be no movement of these vehicles during early morning and late-night hours when the dealership is closed. The building is separated from the critical area by the public access street.

The Lincoln storefront is located adjacent to the sidewalk within the 10 foot maximum setback. The Ford storefront is accessed off a circulation facility and is set back less than 10 feet.

STAFF PROPOSED CONDITIONS

UD.2.3.3.3 BUILDING EDGES

Entries | Ground Floor Commercial Office/Services

Objective ☒ ☐ ☐
Ground floor commercial entries shall be oriented to streets and Through-Block Passages, and be directly accessible from the adjacent sidewalk.

Description
By locating entries facing the Public Realm, employees and visitors will enter and exit the building from the street or passage, activating and animating the district. Street-oriented entries must always be provided. Entries off Though-Block Passages will be additional and secondary to the street entrance.



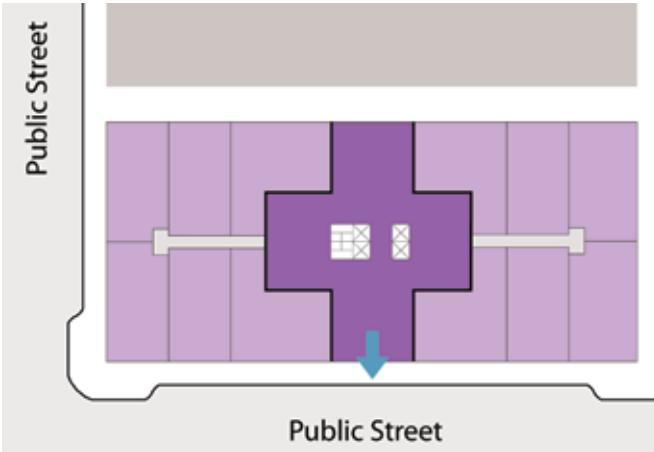
Appropriate: Ground floor commercial entry
[Image: Randall Arambula]

Appropriate

- a. Primary business/client entries must face the street
- b. Employee and service entries can be from other frontages, Through-Block Passages, and parking facilities
- Lincoln only**
c. Provide at-grade entries fronting sidewalks
- d. All doorway glazing shall be transparent; avoid colored or dark tinting

Inappropriate

- e. Business/client entries accessed directly from parking lots
- f. Blue/green or dark tinted, reflective, or other opaque window materials and treatments



Appropriate: Commercial lobby entry
[Image: Randall Arambula]

STAFF COMMENTS

Customer entries to the dealership storefronts are oriented to the street, with entries fronting sidewalks.

Use of ramps or steps to access a retail storefront is inappropriate.

STAFF PROPOSED CONDITIONS

The Ford storefront entry and service and lobby entry meets entry standards in this section, but the Lincoln storefront does not because it is elevated above the sidewalk grade. The applicant has stated that elevating the “jewel box” feature of the Dealership is a franchise requirement. Staff has worked with the applicant to seek an alternative to this design condition, but the applicant has not proposed an appropriate alternative.

An appropriate condition to bring this element into compliance has not been determined.

UD.2.3.4.2 BUILDING EDGES

Ground Floor Transparency | Ground floor Multifamily; Commercial Office/Services

Objective ☒ ☐ ☐
Multifamily and commercial office/service uses that front streets or Through-Block Passages, or a natural area, Public Realm, or publicly accessible open space, shall include openings (windows and doors) that comprise a minimum of 40% ground floor transparency of a building's ground floor facade.

Description
Residential buildings with a moderate degree of ground floor visibility through windows and/or doors provide increased visual and physical interaction between residential units/lobbies and the Public Realm. This degree of transparency promotes a safe, vibrant, interesting, and pedestrian-friendly environment and open spaces.

- The percentage of transparency is measured for each facade facing a public space; however, the percentage of transparency must include the linear five (5) feet above the building's first finished-floor height to account for raised stoops or terraces, which provide privacy and a transition and separation from the Public Realm
- Transparency is measured as a percentage of the ground floor facade of total building frontage for those frontages facing public spaces



Appropriate: 40% transparent windows and doors at ground floor
[Image: Crandall Arambula]



Appropriate: Ground floor transparency along building frontage
[Image: Crandall Arambula]

N/A	COMPLIES	COMPLIES W/ CONDITIONS	NOT COMPLY	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Appropriate
				a. Window glazing shall be clear and transmit visible daylight
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	b. Privacy of ground floor uses may be provided through use of blinds, curtains, or interior shutters
				Inappropriate
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	c. Reflective coatings or glazing

STAFF COMMENTS

Retail uses that front streets or natural areas are to include openings (windows and doors) that comprise a minimum of 40% transparency of the building's ground floor facade. This transparency requirement applies to the Lincoln storefront, the service entries, and the portion of the Ford storefront in the Natural Context Zone. Each of these areas appears to meet the 70% requirement, but additional information is needed to generate an accurate calculation of transparency.

STAFF PROPOSED CONDITIONS

UD.2.3.5

BUILDING EDGES

Weather Protection

COMPLIES

NOT COMPLY

COMPLIES W/ CONDITIONS

Objective ☒ ☐ ☐

For uses along streets, Through-Block Passages, or plazas, provide pedestrians with protection from sun, rain, or snow. (Note: Weather protection shown in CIDDS works in conjunction with this section of the Design Manual.)

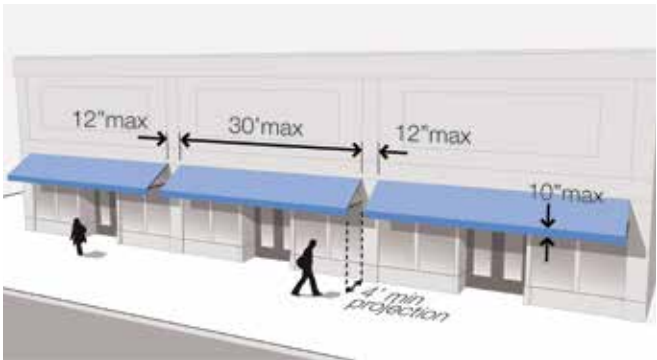
Description

Awnings and canopies are required along the ground floor of buildings to protect pedestrians and outdoor seating areas from rain and snow, and must be provided for all building entrances accessible from the Public Realm. Additionally, building frontages situated along a sidewalk, Through-Block Passage, or plaza shall provide weather protection across a minimum of 75% of the building facade length (as required by CIDDS).

The design of awnings and canopies shall be an integral component of the building facade and architecturally complement the architecture. Awnings shall be proportionate to the building and sidewalks, and not so large as to impact street trees, light fixtures, or other street furniture.



Appropriate: Storefront awning example
[Image: Crandall Arambula]



Appropriate: Awning dimensions
[Image: Crandall Arambula]



Inappropriate: Vinyl, irregular shaped awnings
[Image: Crandall Arambula]

N/A	COMPLIES	COMPLIES W/ CONDITIONS	NOT COMPLY	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Appropriate
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	a. Canvas fixed or retractable awnings (natural or synthetic canvas is acceptable)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	b. Horizontal metal canopies, especially if transom or clerestory windows are above storefront glazing
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	c. Simple, planar forms resembling flat or shed roofs
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	d. For nonresidential uses, canopy shall be a minimum depth of six (6) feet (as required by CIDDS)
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	e. For residential uses, refer to CIDDS for dimensional standards
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	f. Weather protection that benefits the intended users such as pedestrians and outdoor seating
Inappropriate				
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	g. Vinyl fabrics
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	h. Backlit awnings
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	i. Irregular forms (e.g., arched, circular, rounded, domes)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	j. Weather protection that is used for pots, displays, or other unintended uses

STAFF COMMENTS

Uses along streets are required to provide pedestrians with protection from sun, rain, or snow via awnings and canopies. The Lincoln Dealership frontage at the corner of SE 66th Street and 230th Avenue SE provides an appropriate horizontal overhang at the main entry.

Where the building faces a Pedestrian Priority street at the Ford dealership entry, the weather protection requirement is supplanted by the required landscape strip at the back of the sidewalk.

STAFF PROPOSED CONDITIONS



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